

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. L. V. Boardman

DATE: November 18,  
1955

FROM : Mr. A. H. Belmont

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/64 BY 60290 PML/MLT/DAZ

# 984506

SUBJECT: JOHN GILBERT GRAHAM  
CRASH OF THE UNITED AIRLINES DC-6B  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

This memorandum and the attached letter to the Attorney General, copies to Deputy Attorney General Rogers and Assistant Attorneys General Olney and Tompkins, have been prepared pursuant to the Director's instructions.

Included in the material being furnished to the Department is a group of eight instances similar in nature to the explosion of the United Airlines DC-6B at Longmont, Colorado. This information was provided by Civil Aeronautics Admin. officials and in only one instance does additional pertinent material appear in Bureau files. This instance involves the explosion which occurred on a United Airlines plane at Chesterton, Indiana, on October 10, 1933. This airplane crash is the subject of Bureau file 62-29755, and extensive investigation was conducted by the Bureau in this matter pursuant to Departmental instructions of October 12, 1933. The person or persons responsible for this crash were not identified and this case was closed on September 20, 1935. We conducted no investigation concerning any of the remaining seven incidents outlined in the letter to the Attorney General.

In the preparation of this material the case relating to [redacted] to Mexico who crashed at Mexico City on January 25, 1945, was also considered for inclusion in the material being furnished to the Attorney General, Deputy Attorney General Rogers and Assistant Attorneys General Olney and Tompkins. However, it was concluded in the [redacted] case that there was no direct evidence that [redacted] plane was sabotaged by an explosion. A special investigating commission of the Mexican Government conducted detailed hearings concerning this crash and reached the foregoing conclusion

Enclosure *per 11-21-55*

cc - Mr. Boardman  
cc - Mr. Belmont  
cc - Mr. Baumgardner  
cc - Mr. A. P. Jones  
cc - [redacted]  
2 cc - Mr. Doyle

RECORDED-66

98-43035

b7C

WFD:gft (8)

Memorandum for Mr. Boardman

It has been rumored, however, that [redacted] plane was sabotaged by the Soviets because of dissatisfaction with [redacted] handling of his duties. [redacted]

[redacted] in the USSR Embassy, Mexico City, who defected, advised Bureau Agents in New York that it was his conclusion that the plane had been sabotaged but he did not hold to the theory that the sabotage was committed by the Soviets but attributed the sabotage to the "Sinarquista," a violently anti-Communist group. However, it appears that [redacted] beliefs were in the nature of speculation and the official finding of no sabotage by the Mexican Government should be adhered to, therefore, [redacted] plane crash has not been included. b7C

RECOMMENDATION:

That the attached letter to the Attorney General, copies to Deputy Attorney General Rogers, Assistant Attorney General Olney and Assistant Attorney General Tompkins, be approved.

✓

DR  
JL  
JR

JL

GOV

WHL

F B I

Date: 11/15/55

Transmit the following message via AIR-TEL~~REGULAR MAIL~~

(Priority or Method of Mailing)

From SAC, PHILADELPHIA (98-2113)

b7C

✓ To: DIRECTOR, FBI  
SAC, DENVER (98-331)

CRUALSAB

Mr. Tolson	✓
Mr. Boardman	✓
Mr. Nichols	✓
Mr. Belmont	✓
Mr. Harbo	✓
Mr. Mohr	✓
Mr. Parsons	✓
Mr. Rosen	✓
Mr. Tamm	✓
Mr. Sizoo	✓
Mr. Winterrowd	✓
Tele. Room	✓
Mr. Holloman	✓
Miss Gandy	✓

Re DN Air-Tel to BU dated 11/13/55.

[redacted] was contacted on 11/15/55 by SA [redacted]. She advised that her husband had a small travel alarm clock in his luggage at the time of instant crash. Clock described as one bought on trip to Portland, Oregon, several months ago, approximately 3½ inches by 1½ or 2 inches in size, with brown plastic sliding cover and luminous dial. She added that her husband stated clock cost approximately \$7.00. [redacted] said she could not recall definitely whether clock had trade name of Westclox, but was inclined to believe it did. She added that she had forgotten to list this clock with the United Airlines as property in her husband's possession at the time of the crash. She said she could not think of any additional metal items her husband might have had in his luggage at time of crash.

b7C

END.

MC CABE

HDT:rdc  
(3BU, 1DN, 1PH)ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/01 BY 60392auc/bct/mrt/lm

Mr. Belmont

CC: MR. BELMONT  
AND [redacted]  
DOM. INTEL. DIV.

b7C

NOV 16 1955

Approved: N. H. [signature]  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

THE ATTORNEY GENERAL

November 8, 1955

Director, FBI

RECORDED - 43  
CRASH OF UNITED AIRLINES DC-6B  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290 JAC/ALB/MLT/DAZ

A United Airlines plane, Flight 629, crashed at Longmont, Colorado, on November 1, 1955. All passengers and crew members, forty-four in all, were killed. This crash has received widespread publicity. One of the items which has been mentioned in the press is the fact that flight engineers, members of the Flight Engineers' International Association - AFL, are on strike at United Airlines at the present time.

Representatives of the Civil Aeronautics Board have conducted an inquiry at the scene of the crash in an attempt to determine the cause. Mr. James N. Peyton, chief of the investigative section, Civil Aeronautics Board, Washington, D. C., and Mr. R. R. Parshall, agent in charge of the Kansas City office of that Board, advised on November 7, 1955, that it was their conclusion as a result of their inquiry that the crash was caused by an explosion in a cargo hold known as pit number four, where only baggage and freight were contained. They stated that it was their conclusion that the explosion was caused by a force greater than gasoline or a similar potential explosive as evidenced by the results of the explosion on parts of the plane, passengers and cargo. They further stated that the evidence definitely indicated that the explosion took place while the plane was in mid-air.

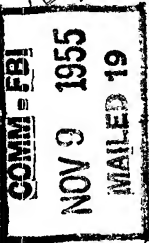
Mr. Peyton and Mr. Parshall requested that the FBI enter the investigation of this crash as a possible violation of the sabotage statutes. On November 8, 1955, I instructed that a complete investigation be conducted. The results of the investigation will be furnished to the Internal Security Division of the Department.

2 cc - Mr. William P. Rogers  
Deputy Attorney General

2 cc - Assistant Attorney General  
William F. Tompkins

PRB:111

(10)



Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
 Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

RECEIVED  
NOV 16 1955  
FBI



## Office Memorandum • UNITED STATES GOVERNMENT

TO :MR. L. V. BOARDMAN

DATE: November 8, 1955

FROM :MR. A. H. BELMONT

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290 nuch/ltm/ltm

Tolson	✓
Boardman	✓
Belmont	✓
Mohr	✓
Parsons	✓
Rosen	✓
Tamm	✓
Sizoo	✓
Winterrowd	✓
Tele. Room	✓
Holloman	✓
Gandy	✓

SUBJECT: CRASH - UNITED AIRLINES DC-6  
Flight 629  
Longmont, Colorado  
November 1, 1955  
SABOTAGE

*Crash*

Denver tel 11-7-55 states that on that date Chief of Investigative Section, Civil Aeronautics Board, Washington, D. C., and Agent in charge, Investigative Section, CAB, Kansas City, requested Bureau to enter this case from criminal standpoint. These men stated their inquiry lead to conclusion crash caused by explosion in cargo hold number 4 containing baggage and freight loaded at Denver and certain baggage and freight transferred from other planes. Concluded explosion caused by force greater than gasoline or similar potential explosive. Further concluded explosion took place in mid-air. SA [ ] FBI Laboratory, agrees explosion took place in mid-air, greater than gasoline or any known explosive potential on plane or in cargo. Our jurisdiction under sabotage statutes since statute definitely lists aircraft on which defense material is being or may be transported a defense utility and Section 2155, Title 18, covers damage to any national defense utility with intent to injure national defense. Intent not known this case. There is union dispute present this case since Flight Engineers International Association has been on strike against United Airlines since 10-23-55. No information received, however, to indicate union responsible.

RECOMMENDATIONS:

1. As stated above, if this was a malicious act of destruction on the part of persons unknown, the intent is not known and the possibility of actual violation of the sabotage statutes may be remote. Since there is that possibility, however, and the CAB has officially requested an investigation, it is believed such investigation should be undertaken. If you approve the attached teletype should be sent to SAC, Denver, instructing him to begin investigation immediately, set out leads by teletype for other offices to check on background of the 44 individuals who died in the crash in an attempt to establish a motive, to handle as a special and give all phases of the matter immediate, continuous, thorough attention.

Attachment *sent 11-8-55*

PRB:111

cc - Boardman  
Belmont

(4)

b7C

RECORDED - 43

98-4345-1

*ms*

Memorandum for Boardman

2. If you approve this memorandum should be routed to Mr. Nichols in order that he may issue appropriate instructions to the Denver Office with regard to press matters in this case.

*Done*

*zls*

*Jan*

*OK d.*

*4/18/52*

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 7 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 6092mc/BCE/MLT/ta

TELETYPE

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

FBI DENVER 11-7-55 4-58 PM MST  
DIRECTOR, FBI URGENT

CRASH OF UNITED AIR LINES DC SIX B, FLIGHT SIX TWO NINE,  
LONGMONT, COLORADO, NOVEMBER ONE FIFTYFIVE, POSSIBLE SABOTAGE.  
REMYTEL CALL TODAY. JAMES N. PEYTON, CHIEF OF INVESTIGATIVE  
SECTION, CAB, WASHINGTON, D. C., AND R. R. PARSHALL, AGENT IN  
CHARGE, INVESTIGATIVE SECTION, CAB, KANSAS CITY, AT THREE  
FORTYFIVE MST TODAY REQUESTED THAT WE ENTER THE INVESTIGATION  
OF THIS CRASH FROM A CRIMINAL STANDPOINT. THESE MEN STATE  
THAT IT HAS BEEN CONCLUDED AS A RESULT OF THEIR INQUIRY THAT  
THE WRECK WAS CAUSED BY AN EXPLOSION IN A CARGO HOLD KNOWN AS  
PIT NUMBER FOUR, WHERE ONLY BAGGAGE AND FREIGHT LOADED AT  
DENVER WAS CONTAINED, ALTHOUGH THERE WERE TRANSFERRED FROM  
OTHER PLANES CERTAIN PIECES OF LUGGAGE AND FREIGHT. IT IS  
THEIR CONCLUSION THAT THE EXPLOSION WAS CAUSED BY A FORCE  
GREATER THAN GASOLINE OR A SIMILAR POTENTIAL EXPLOSIVE, AS  
EVIDENCED BY THE RESULTS OF SAID EXPLOSION ON PARTS OF PLANE,  
PASSENGERS, AND CARGO. THE EXPLOSION, ACCORDING TO THESE CAB  
OFFICIALS, DEFINITELY TOOK PLACE IN MID-AIR AS EVIDENCED BY THE  
WIDESPREAD SCATTERING OF PARTS OF PLANE AND CARGO. SA [REDACTED]  
AGREES THAT THE EXPLOSIVE FORCE MUST HAVE TAKEN PLACE IN MID-AIR

b7C

b7C

Mr. Belmont

63 NOV 28 1955

RECORDED - 43

PAGE TWO

AND WAS GREATER THAN GASOLINE OR ANY KNOWN EXPLOSIVE POTENTIAL ON PLANE OR IN CARGO. IN ACCORDANCE SECTION EIGHTYSIX, MANUAL OF INSTRUCTIONS, PAGE FOUR, PARAGRAPH C, IT WOULD APPEAR THIS IS A CASE FOR BUREAU INVESTIGATION TO DETERMINE WHO ALLEGEDLY PLACED THE EXPLOSIVE ON THE PLANE AND THE MOTIVE THEREFOR. BASED UPON MY INTERPRETATION OF THE MANUAL, SECTION CITED, AND FROM MY PERSONAL OBSERVATION, I AM OF THE OPINION THAT THE FOLLOWING INVESTIGATION SHOULD BE CONDUCTED AND SO RECOMMEND CHECK ON ALL PASSENGERS, EACH PIECE OF CARGO, UAL PERSONNEL HANDLING PLANE AND CARGO, UNION RAMIFICATIONS, AND ANY LEADS RESULTING THEREFROM.

BURKE

END7-04 PM OK FBI WA BLW

V

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

*Give this top priority.*

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 7 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

FBI DENVER 11-7-55

4-58 PM MST

b7C

DIRECTOR, FBI URGENT

CRASH OF UNITED AIR LINES DC SIX B, FLIGHT SIX TWO NINE,  
LONGMONT, COLORADO, NOVEMBER ONE FIFTYFIVE, POSSIBLE SABOTAGE.  
REMYTEL CALL TODAY. JAMES N. PEYTON, CHIEF OF INVESTIGATIVE  
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FORTYFIVE MST TODAY REQUESTED THAT WE ENTER THE INVESTIGATION  
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PIT NUMBER FOUR, WHERE ONLY BAGGAGE AND FREIGHT LOADED AT  
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EVIDENCED BY THE RESULTS OF SAID EXPLOSION ON PARTS OF PLANE,  
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AGREES THAT THE EXPLOSIVE FORCE MUST HAVE TAKEN PLACE IN MID-AIR

b7C

b7C

b7C

11-7-55  
11-7-55  
11-7-55

98-43035-133

PAGE TWO

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BASED UPON MY INTERPRETATION OF THE MANUAL, SECTION CITED, AND FROM MY PERSONAL OBSERVATION, I AM OF THE OPINION THAT THE FOLLOWING INVESTIGATION SHOULD BE CONDUCTED AND SO RECOMMEND

CHECK ON ALL PASSENGERS, EACH PIECE OF CARGO, UAL PERSONNEL HANDLING PLANE AND CARGO, UNION RAMIFICATIONS, AND ANY LEADS RESULTING THEREFROM.

BURKE

END7-04 PM OK FBI WA BLW

V

ORIGINAL—DIRECTOR



## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. Tolson

DATE: Nov. 9, 1955

FROM : L. B. Nichols

SUBJECT:

Criminal

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/19/84 BY 60290/mc/BCE/burke

Tolson	
Boardman	
Belmont	
Harbo	
Mohr	
Parsons	
Rosen	
Tamm	
Sizoo	
Winterrowd	
Tele. Room	
Holloman	
Gandy	

With reference to the United Press dispatch emanating from Denver under November 9, 1955, dateline quoting SAC Webb Burke on the investigation of the United Air Lines crash of November 1, in line with the Director's notation I called SAC Burke. I referred him to the UP story and told Burke he had to stop talking; that we already announced we were making an inquiry to determine if there was any evidence of a violation within our primary jurisdiction, and beyond that we should make no further comment until such a time as some substantive development justifies a press statement.

Burke stated with reference to the UP story, the reporters came in and asked him questions. For example, they asked him whether the investigation entailed a substantive check of the background of the passengers and the crew. Burke stated this involved investigative techniques upon which he could not say anything.

I told Burke the way to handle this on future inquiries is to state he was very sorry he was unable to be of any assistance and just could not furnish any information at this time, but that if there are developments which would justify our making an announcement, then an announcement will be made.

cc: Mr. Boardman  
Mr. Belmont  
Mr. Jones

LBN:arm  
(5)

*Burke has talked too much. The questions are answered then he is*

*98-48035*

RECORDED - 43

PEPS. FILES

020  
 Mr. Tolson ☒  
 Mr. Boardman ☒  
 Mr. Nichols ☒  
 Mr. Belmont ☒  
 Mr. Harbo ☒  
 Mr. Mohr ☒  
 Mr. Parsons ☒  
 Mr. Rosen ☒  
 Mr. Tamm ☒  
 Mr. Sizoo ☒  
 Mr. Winterrowd ☒  
 Tele. Room ☒  
 Mr. Holloman ☒  
 Miss Gandy ☒

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/19/04 BY 60300mc/bc/bmt/uta

*Butler*

(CRASH)

DENVER--THE FBI BEGAN ITS PRELIMINARY INVESTIGATION OF POSSIBLE SABOTAGE IN THE EXPLOSION OF A UNITED AIR LINES DC-6B IN WHICH 44 PERSONS WERE KILLED LAST WEEK, AND IMMEDIATELY DISPELLED A RUMOR THAT PART OF A BOMB HAD BEEN FOUND.

WEBB W. BURKE, DENVER AGENT IN CHARGE OF THE FBI, SAID HE KNEW OF NO BOMB FRAGMENTS BEING FOUND. "A LOT OF BITS OF METAL WERE FOUND AND TAKEN TO THE LAB FOR EXAMINATION," BURKE SAID, "BUT I DON'T KNOW OF ANY PART OF A BOMB BEING FOUND."

THE AMERICAN AVIATION DAILY REPORTED THAT "AN OBJECT BELIEVED TO BE PART OF A BOMB" HAD BEEN FOUND NEAR THE WRECKAGE OF THE PLANE. BURKE SAID HE DIDN'T KNOW WHERE THE REPORT CAME FROM.

HE POINTED OUT THAT THIS TYPE OF INVESTIGATION WAS UNUSUAL IN FBI HISTORY. "I DON'T THINK THERE HAS EVER BEEN AN INVESTIGATION OF THIS PARTICULAR TYPE IN THIS COUNTRY," HE SAID, ALTHOUGH THE FBI HAS INVESTIGATED BOMBINGS OF MANY TYPES.

HE SAID THE FBI WAS CONDUCTING A "PRELIMINARY INVESTIGATION TO UNCOVER EVIDENCE OF SABOTAGE OR ANY OTHER VIOLATION OF A FEDERAL STATUTE."

SUCH INVESTIGATION PRESUMABLY WOULD ENTAIL AN EXHAUSTIVE CHECK INTO THE BACKGROUNDS OF ALL PASSENGERS AND CREW MEMBERS ON THE PLANE, CREW MEMBERS WHO HAD ACCESS TO THE PLANE AT DENVER AND THE ORIGIN OF AIR FREIGHT SHIPMENTS.

11/9--GM354P

EX-122

ENCLOSURE

RECORDED - 43

OK

memo  
 Mr. Tolson  
 11-9-55  
 WBN

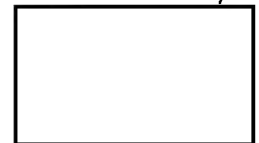
*See that our Sec of Denver  
 stops talking at once. We  
 have announced we are in-  
 vestigating & beyond that  
 I want nothing said*

WASHINGTON CITY NEWS SERVICE

Mr. Tolson ☒  
Mr. Boardman ☒  
Mr. Nichols ☒  
Mr. Belmont ☒  
Mr. Harbo ☒  
Mr. Mohr ☒  
Mr. Parsons ☒  
Mr. Rosen ☒  
Mr. Tamm ☒  
Mr. Sizoo ☒  
Mr. Winterrowd ☒  
Tele. Room ☒  
Mr. Holloman ☒  
Miss Gandy ☒

*file*  
*and*

b7C



ADD PLANE, DENVER (1213P)  
WEBB BURKE, FBI AGENT IN CHARGE AT DENVER, SAID HIS AGENCY IS CONDUCTING AN INVESTIGATION TO DETERMINE IF THERE HAS BEEN ANY VIOLATION OF FEDERAL LAW.  
BURKE HAD SAID LAST SATURDAY THAT THE FBI WAS NOT AT THAT TIME CONDUCTING AN ACTIVE INVESTIGATION INTO THE CRASH AND WOULD NOT UNTIL DEFINITE EVIDENCE OF SABOTAGE SHOULD BE ESTABLISHED.  
THE FBI OFFICIAL SAID PLANE WRECKAGE ALSO WAS BEING STUDIED BY LABORATORY EXPERTS HERE AND THAT OTHER LABORATORY ANALYSES PROBABLY WOULD BE CONDUCTED LATER IN WASHINGTON.  
11/8--GM230P

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290mc/bcl/mct/rtz

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 1/19/04 BY 60290 auc/lak/mil/va

Mr. Tolson ☒  
Mr. Boardman ☒  
Mr. Nichols ☒  
Mr. Belmont ☒  
Mr. Harbo ☒  
Mr. Mohr ☒  
Mr. Parsons ☒  
Mr. Rosen ☒  
Mr. Tamm ☒  
Mr. Sizoo ☒  
Mr. Winterrowd ☒  
Tele. Room ☒  
Mr. Holloman ☒  
Miss Gandy ☒

## FBI Joins Investigation Of Fatal Airliner Blast

DENVER, Nov. 8 (AP)—The FBI on Tuesday threw its full resources into the investigation of possible sabotage in the crash of a United Air Lines plane near Longmont, Colo., a week ago which killed 44 persons.

The request for full-fledged FBI aid was made by James N. Peyton, chief investigator for the Civil Aeronautics Board, as he disclosed that evidence of a "bomb-type explosion" had been found in the wreckage.

WEBB W. BURKE, agent in charge of the Denver FBI office, said agents are looking into the crash "to determine if there has been a violation of a Federal statute." The FBI phase of the probe would include whether the giant plane had been sabotaged, he added.

Burke would make no further comment. Until now, the FBI has been aiding in the crash investigation only through the help of its laboratories and its identification bureau.

Meanwhile, in Washington, the president of the Flight Engineers Union, whose members have been on strike against the air line, announced it will pay a reward of \$1,000 for information leading to the arrest and conviction of any

person or persons responsible for causing the alleged "explosion" aboard the airliner.

United Air Lines employees are operating under an order to "execute vigilance" on air freight as a result of the crash. A spokesman added, however, that vigilance is supposed to be a "routine matter in the freight divisions."

PEYTON SAID Monday night that the rear luggage hold of the DC-6B which crashed Nov. 1 was shattered by an explosion.

He said it appeared that something "foreign" had exploded, pushing the sidewalls of the luggage compartment out and splintering the floor.

Wash. Post and Times Herald \_\_\_\_\_  
Wash. News \_\_\_\_\_  
Wash. Star \_\_\_\_\_  
N. Y. Herald Tribune \_\_\_\_\_  
N. Y. Mirror \_\_\_\_\_  
Daily Worker \_\_\_\_\_  
The Worker \_\_\_\_\_  
New Leader \_\_\_\_\_

Date NOV 9 1955

RECORDED - 43

INDEXED - 43

November 15, 1955

Mr. Jack Corley  
Associate Editor  
The Commercial Appeal  
Memphis, Tennessee

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290mc/0006/MLT/UTL

Dear Jack:

Many thanks for your thoughtful telegram  
of November 14, 1955, regarding our investigation  
of the recent United Airlines disaster. It is  
indeed gratifying to me and my associates to receive  
such commendation of our activities. Your constant  
support is a source of inspiration to all of us.

Sincerely,

Edgar

cc - Memphis, with copy of incoming

NOTE: Mr. Corley's telegram pertained to the investi-  
gation of the recent United Airlines plane  
crash near Longmont, Colorado, which investi-  
gation by the Bureau determined to be caused  
by sabotage. The individual responsible has  
been apprehended by Agents of the Denver  
Office.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

JRH:jfm  
(6)

63 NOV 28 1955

COMM - FBI

NOV 15 1955

MAILED 20

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

WESTERN UNION

Mr. Tolson	✓
Mr. Boardman	✓
Mr. Nichols	✓
Mr. Belmont	✓
Mr. Harbo	✓
Mr. Mohr	✓
Mr. Parsons	✓
Mr. Rosen	✓
Mr. Tamm	✓
Mr. Sizoo	✓
Mr. Winterrowd	✓
Tele. Room	✓
Mr. Holloman	✓
Miss Gandy	✓

PLS K \*\*\*\*\*TVBI WU A052 PD

MEMPHIS TENN NOV 14 933AMC

J EDGAR HOOVER, PERSONAL

DIRECTOR FED BU INVESTIGATION

WARMEST CONGRATULATIONS ON OUTCOME OF UNITED AIRLINES  
CASE. BECAUSE OF EXTRAORDINARY NATURE AND SPEED WITH  
WHICH ACCOMPLISHED CANNOT HELP BUT HAVE TREMENDOUS  
AND BENEFICIAL PUBLIC RELATIONS EFFECT. REGARDS

JACK CARLEY THE COMMERCIAL APPEAL

1115A.

RECORDED - 42

Mr. Nichols

Mr. Belmont

MR. BELMONT  
AND  
DOM. INTEL. DIVISION

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 4/19/04 BY 60296 msc/lac/hwt/um

b7C

1955

100 (pp. 11-15-55)  
ack JRA

11-14-55  
jfh

5-17-55

4-10-55



# Flight Engineers' International Association

AMERICAN FEDERATION OF LABOR

290 OLD COUNTRY ROAD, MINEOLA, L. I., N. Y.

Phone Pioneer 2-8584

November 15, 1955

Mr. J. Edgar Hoover, Director  
Federal Bureau of Investigation  
Washington, D. C.

Dear Mr. Hoover:

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/06 BY 60290mc (PCE/mrt/ur)

Enclosed is a rather incoherent letter from a [redacted] together with the clipping of the reward offer made by this Association in connection with the United Air Lines disaster near Longmont, Colorado. Since there seems to be an implied threat in this letter against some aircraft, I am turning it over to you for investigation.

b7C

As nearly as I can read the writing, the name and address of the writer was:

b7C

212½ So. Hill Street  
c/o Detroit Hotel  
Los Angeles, California

If I receive any further information from [redacted] I shall forward it to you. Please advise me if you find any substance to the information supplied by [redacted]

b7C

Enclosed is a copy of a letter of acknowledgement sent to [redacted]

b7C

Sincerely yours,

*William D. Kent*

William D. Kent  
President

98-43035  
NOT RECORDED  
133 NOV 23 1955

cc: W. K. Andrews, Director  
CAB, Bureau of Safety Investigation  
Encl. (2)

ENCL

WDR/mk

4 typed copies made of letter from [redacted]  
11-21-55

3 typed copies made of [redacted]  
11-21-55

b7C

NOV 20 1955

CRIME RE

63 NOV 29 1955

Air Safety Through Engineered Flight

102717

ORIGINAL FILED IN



# Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN

DATE: Nov. 15, 1955

FROM : MR. A. H. BELMONT

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/19/04 BY 60290 mcl/ctm/tan

SUBJECT: CONFERENCE WITH CIVIL AERONAUTICS ADMINISTRATION  
RE SAFEGUARDS ON AIRPLANE BAGGAGE

Tolson  
Boardman  
Belmont  
Clegg  
Glavin  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
Winterrowd  
Tele. Room  
Holloman  
Gandy

Per instructions, Mr. Parsons and I conferred with Messrs. Forte, Masden and Weeks of Civil Aeronautics Administration (CAA) at 2:30 P.M., November 15, 1955, regarding what safeguards might be applied to aviation baggage to avoid an explosion such as occurred aboard a United Airlines plane outside of Denver on November 1, 1955.

[ ] explained that after any accident to a commercial airplane, particularly a disaster such as the recent United Airlines explosion, his agency is flooded with letters containing suggestions and criticism and demands for protective action; many of the letters going to Congressmen who insist on action. He, therefore, wants to take immediate action to forestall such criticism. He felt that the release on November 14th stating CAA was conferring with the FBI was a valuable initial step in this direction.

We pointed out that the most accurate method of protection would be to physically examine each piece of baggage and if this was not feasible to use X-ray or other equipment capable of reflecting the contents of the baggage. These gentlemen stated that examination of each piece of baggage either physically or by equipment was not feasible because of the terrific volume. Regarding equipment, they pointed out that there are a great many small airfields and even ticket agencies which collect baggage which would make inspection most difficult. They explained that they are anxious to have a feasible protection method but their immediate concern is to create a psychological effect on the public to counteract the effects of the recent explosion. We pointed out that the prompt apprehension of the subject in this case and the explanation reflecting the incident to be of the "mass killer" type would undoubtedly have a strong effect on the public, particularly if followed by vigorous prosecution.

[ ] suggested the possibility of strengthening the ceiling of the baggage compartment to a point that any explosion would be directed through the bottom of the compartment rather than upward to the passengers. We suggested the possibility that baggage could be on an accompanying plane rather than with the passengers. There was considerable discussion.

AHB:mn

cc - Mr. Boardman  
Mr. Nichols  
Mr. Parsons  
Mr. Roach  
(6) Mr. Belmont

*Handwritten notes:*  
no Belmont with  
PRB:111  
Memo to AGS  
FD-974  
AGS  
Belmont  
Holloman  
Gandy

NOT RECORDED  
18 NOV 28 1955

SEVEN  
LAWSON

ORIGINAL FILED IN

Memorandum for Mr. Boardman

We suggested the application of the "test check" principle; namely, that upon sale of the ticket, the passenger be put on notice in writing that his baggage is subject to check and thereafter a spot check be made, thus subjecting a person with criminal intent to the risk that his baggage would be checked. They liked this thought and considered that a certain number of bags could be opened in the presence of passengers. We pointed out that even more effective would be a clearly indicated system of checking baggage through X-ray or other machines; that the passengers would not know how many are being checked and this, coupled with an occasional physical search, would be a protective measure and would have a real psychological effect.

[ ] thought it would be desirable to tighten up on the rules whereby insurance can be purchased at the airport to avoid killings for the sake of insurance. They are going to explore this possibility, particularly as to a requirement that the insured sign the application for insurance. b7C

The discussion ended at 3:40 P.M. These gentlemen are going back to draw up a plan of action and thereafter intend to meet with airline representatives to secure their acceptance. They suggested that we be present. We advised them the Bureau desires to be as helpful as possible; however, it would be most desirable for CAA to handle such conference with airline officials. We told them we would be glad to meet again with them, possibly next week, and go over such plans as they draw up. They indicated that at such time as the plans are complete, they would like to state publicly that the FBI endorsed the plan. We told them again that we wanted to be most helpful and this was a question that we would have to pass on later after we had seen the plans.

Attached for your information is a write-up on previous accidents involving explosives aboard commercial airplanes, furnished by CAA.

ACTION:

We will meet again with these gentlemen when they desire and look over their plans; we will not attend any conferences with airline groups as this is the function of CAA. We do not think we should endorse any plan which is drawn up; however, we will examine it and suggest a course of action at that time.

*I have talked to Belmont re certain aspects of this & certain memos & actions & desire to have.*

Principals (of Mississippi).



FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

cc [REDACTED] 0-9

URGENT

b7C

ENCODE

To: COMMUNICATIONS SECTION. NOVEMBER 16, 1955

Transmit the following message to SACS, ANCHORAGE  
DENVER

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/64 BY 60220 auc ACB/mrk

JACK GILBERT GRAHAM, SABOTAGE. RE ANCHORAGE RADIOGRAM

ELEVEN FOURTEEN, LAST, CONCERNING INTERVIEW WITH [REDACTED]

SPENARD, ALASKA. SAN FRANCISCO TELETYPE ELEVEN FIFTEEN, LAST

REFLECTS EMMA ELLSON, SAN JOSE, CALIFORNIA, [REDACTED]

SUBJECT [REDACTED]

STATED [REDACTED]

HAD SEVERAL FIRES IN HER HOME AT SPENARD AND MADE FALSE CLAIMS  
AGAINST INSURANCE COMPANY COLLECTING SUBSTANTIAL AMOUNTS. SHE  
STATES THIS MAY BE SUBSTANTIATED BY NEIGHBORS, FIRE DEPARTMENT  
AND INSURANCE COMPANY AT SPENARD WHICH REFUSED TO REINSURE

[REDACTED] SHE STATES [REDACTED] HAS POOR REPUTATION  
IN SPENARD AND THAT [REDACTED] RECENTLY VISITED MOTHER,  
MRS. DAISY KING, IN DENVER. STATES SUBJECT AND [REDACTED] VERY CLOSE  
AND BELIEVES POSSIBILITY EXISTS [REDACTED] MAY HAVE BEEN PARTY  
TO CONSPIRACY WITH SUBJECT TO DESTROY THEIR MOTHER AND MAKE FALSE  
CLAIM AGAINST INSURANCE COMPANY, ALSO TO INHERIT MOTHER DASH S  
ESTATE. ANOTHER INDIVIDUAL, [REDACTED] SAN JOSE,  
CALIFORNIA, WHO FORMERLY RESIDED SPENARD, ALASKA, FURNISHED  
SUBSTANTIALLY SAME INFORMATION. DESIRED IDENTITY PROTECTED.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room (3) \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

ANCHORAGE IMMEDIATELY CONDUCT INVESTIGATION AS TO PROOF OF  
INFORMATION CONCERNING FALSE INSURANCE CLAIMS MADE BY SUBJECT DASH S

PRB:htj

RADIO

NOV 16 1955

TELETYPE

NOV 16 1955

FEDERAL BUREAU OF INVESTIGATION  
U.S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

11:29 PM BW

50 DEC 1 1955  
SENT VIA

11:13 P M

Per ECD



TELETYPE TO SACS, ANCHORAGE AND DENVER

SISTER. DENVER DETERMINE [REDACTED] DID VISIT  
DAISY KING RECENTLY. BOTH OFFICES GIVE IMMEDIATE ATTENTION  
AND DENVER SET FORTH ANY ADDITIONAL LEADS NECESSARY FOR  
ANCHORAGE TO RUN OUT THIS LEAD PROMPTLY AND TO DETERMINE WHETHER  
ANY COMPLICITY BY [REDACTED] b7C

HOOVER

NR. 17 0215-  
ENC. 0245-0225 BY HL  
CK. 0245-0329 BY dem  
APPROVED BY [REDACTED]  
TYPED BY HL  
FILED BY [REDACTED]

COMMUNICATIONS SECTION

FBI

MAR 12 8 32 AM '68

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 15 1955

TELETYPE

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

FBI, SAN FRANCISCO

11-15-55 4-26 PM

LCS

DIRECTOR, FBI AND SAC, DENVER

U R G E N T

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/84 BY 6090mc/bsc/tru/h

JOHN GILBERT GRAHAM, SABOTAGE.

NOTIFIED SA

ON NOVEMBER FIFTEEN LAST THAT SHE FORMERLY RESIDED IN ALASKA FOR  
PAST SEVEN YEARS, LIVING IN UNNUMBERED HOUSE ON

TO

OF SUBJECT. STATES SUBJECT VISITED

HIS IN ALASKA SEVEN YEARS AGO, STAYING AT  
SPENARD, ALASKA, ABOUT SEVEN MONTHS. AT THAT TIME SUBJECT WAS SEVENTEEN  
YEARS OLD AND JOINED COAST GUARD AFTER LEAVING ALASKA. SUBJECT HAD POOR  
REPUTATION, IS KNOWN TO HAVE ENGAGED IN PETTY LARCENY AND  
DELIBERATELY FRIGHTENED CHILDREN BY RUNNING HIS AUTOMOBILE TOWARD THEM  
IN RECKLESS MANNER. STATES SUBJECT AND HIS

WERE VERY CLOSE AND BOTH DISLIKED THEIR MOTHER, MRS. DAISY  
KING. ACCORDING TO RECENTLY LEFT ALASKA

AND VISITED HER MOTHER, MRS. DAISY KING, IN DENVER, COLO.  
STATES SHE IS VERY WELL ACQUAINTED WITH AND THAT LATTER  
HAD SEVERAL FIRES IN HER HOME. STATED ON ONE OCCASION

AND HER FOUR CHILDREN LIVED IN HOME OF

PENDING REPAIR OF HOME! STATES IT IS

GENERAL KNOWLEDGE AT SPENARD THAT APPARENTLY SET FIRE

END PAGE ONE

Mr. Belmont

11/16/55 PRB

PAGE TWO

TO HER HOME ON SEVERAL OCCASIONS AND MADE FALSE CLAIMS AGAINST THE INSURANCE COMPANY, COLLECTING SUBSTANTIAL AMOUNTS. SHE STATED THIS INFORMATION MAY BE SUBSTANTIATED BY NEIGHBORS, FIRE DEPT., AND INSURANCE COMPANY AT SPENARD WHICH REFUSED TO REINSURE [REDACTED]

[REDACTED] FURTHER STATED [REDACTED] HAS POOR REPUTATION IN SPENARD AND SINCE [REDACTED] RECENTLY VISITED SUBJECT AND SUBJECT-S MOTHER IN DENVER, [REDACTED] BELIEVES POSSIBILITY EXISTS THAT [REDACTED]

MAY HAVE BEEN A PARTY TO CONSPIRACY WITH SUBJECT TO DESTROY THEIR MOTHER AND MAKE FALSE CLAIM AGAINST INSURANCE COMPANY AND ALSO INHERIT THE MOTHER-S ESTATE. [REDACTED] STATES SHE IS STILL FRIENDLY WITH

[REDACTED] AND FOR THAT REASON WOULD NOT WANT [REDACTED] NAME

TO BE MENTIONED AS SOURCE OF THIS INFORMATION BUT IS FURNISHING THE AFOREMENTIONED TO FBI FOR WHAT IT MAY BE WORTH. [REDACTED]

THREE TWO NINE SOUTH TWENTIETH STREET, SAN JOSE, CALIF., WAS ALSO INTERVIEWED BY SA [REDACTED] AND STATED SHE LIVED FOR [REDACTED]

[REDACTED] FROM [REDACTED] AND FURNISHED SUBSTANTIALLY SAME INFORMATION RELATIVE TO [REDACTED] REPUTATION AND CHARACTER IN SPENARD.

SHE LIKewise REQUESTED HER IDENTITY BE KEPT CONFIDENTIAL.

END AND ACK PLS

WA 7-34 PM OK FBI WA WS

DN OK FBI DN EG

TU DISC

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

*Run this out promptly ✓*

b7C

# UNITED AIR LINES

United Air Lines Building, Chicago 38, Illinois

EXECUTIVE OFFICES

November 17, 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 mcl/mcl/mt/lt

Mr. J. Edgar Hoover  
Director  
Federal Bureau of Investigation  
Department of Justice  
Washington, D. C.

Dear Mr. Hoover:

I have just returned to my office from a period in Denver where I had the privilege, as a representative of United Air Lines, of working with Messrs. Webb Burke and Roy Moore, as well as a host of other agents of your organization, in connection with the explosion aboard our aircraft at Longmont, Colorado, on November . .

I realize that [ ] has already communicated to you the gratitude of our Company for the splendid job performed by your organization. I feel I would be remiss if I did not call to your attention the splendid job done by both Messrs. Burke and Moore and all of the agents they assigned to the investigation. In all of my experience I have never seen anything done more thoroughly or rapidly or with greater devotion to duty by any group of men. They are all certainly a credit to your organization and to our government.

Again let me express our sincere gratitude for the invaluable services of your organization in solving this terrible crime.

Very truly yours,

*Charles F. McErlean*  
Charles F. McErlean  
Director of Law

CFM:ru

98-4-3035 -  
21 NOV 28 1955

PASSENGERS

AIR MAIL

AIR PARCEL POST

AIR EXPRESS

AIR FREIGHT

cc - Nichols  
Boardman  
Belmont  
Sizoo  
Baumgardner

b7C

THE ATTORNEY GENERAL

November 16, 1955

Director, FBI

RECORDED - 43

LA-122

JACK GILBERT GRAHAM  
CRASH - UNITED AIRLINES, DC-6B  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60320 JAC/STH

Reference is made to my memorandum dated November 14, 1955, advising you of the arrest of Jack Gilbert Graham. It was pointed out in this memorandum that a signed statement had been taken from Graham admitting that he caused the explosion which wrecked the United Airlines plane at Longmont, Colorado, on November 1, 1955.

It has been observed that newspaper articles emanating from Denver, Colorado, have carried certain details in this case which are very similar to details which Graham furnished in his signed statement. David Stehlberg, a reporter for the "Rocky Mountain News," Denver, Colorado, is named as the reporter obtaining these details.

No details concerning the subject's signed statement have, of course, been released to the press by the FBI. The FBI has in fact not confirmed to the press that any signed statement was taken. The only individual to whom this statement was made available by the Denver Office of the FBI was United States Attorney Donald E. Kelley, Denver. Mr. Kelley had the original statement in his possession for two or three hours on the morning of November 14, 1955, when Graham was arraigned before the United States Commissioner. The details appearing in the signed statement were not brought out at the arraignment. It is known that Mr. Kelley has maintained a copy of this statement in his possession since the arraignment.

Mr. Kelley has advised that he did not furnish any details from the signed statement to David Stehlberg. He stated that he had read the statement and the District

JAS:111

(15) NOV 20 1955

Attachment to memo from Sizoo to Belmont dated 11-16-55, same caption, by JAS:111.

MAILED 2

NOV 17 1955

COMM - FBI

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

**Memorandum for the Attorney General**

Attorney Bart Keating, Denver, Colorado, and District Attorney M. E. H. Smith, Weld County, Colorado. The possibility exists that Stohlberg or some other individual may have overheard portions of the statement being read by Mr. Kelley. Mr. Kelley advised that he did not feel that there was any information in reporter Stohlberg's newspaper article which would be prejudicial to a prosecution of this case.

David Stohlberg, in response to an inquiry by the Denver Office of the FBI, advised that he could not disclose the source from which he obtained the details set forth in his article.

This is furnished for your information and no further inquiry in this regard will be made by the FBI.

2 cc - Mr. William P. Rogers  
Deputy Attorney General

2 cc - Assistant Attorney General  
William F. Tompkins

2 cc - Assistant Attorney General  
Warren Olney III



## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. A. H. BELMONT

DATE: November 16, 1955

FROM : MR. J. A. SIZOO

SUBJECT: JACK GILBERT GRAHAM, with aliases  
 CRASH - UNITED AIRLINES, DC-6  
 LONGMONT, COLORADO  
 NOVEMBER 1, 1955  
 SABOTAGE

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/20/04 BY 60290 MAC/BCB/TW/ML

Tolson \_\_\_\_\_  
 Boardman \_\_\_\_\_  
 Nichols \_\_\_\_\_  
 Belmont \_\_\_\_\_  
 Harbo \_\_\_\_\_  
 Mohr \_\_\_\_\_  
 Parsons \_\_\_\_\_  
 Rosen \_\_\_\_\_  
 Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
 Winterrowd \_\_\_\_\_  
 Tele. Room \_\_\_\_\_  
 Holloman \_\_\_\_\_  
 Gandy \_\_\_\_\_

b7C

Reference is made to the attached news story from Denver by a reporter named Stohlberg containing considerable detailed information re this case. The Director inquired "Who gave out the contents to Stohlberg? H."

I called ASAC Moore, Denver. He identified Stohlberg as David Stohlberg, federal reporter for the "Rocky Mountain News." He advised that Stohlberg is very industrious and works hard on a good story. Moore stated that he had noted facts in Stohlberg's story which could have come from the signed statement Graham furnished to Bureau Agents. Moore said the signed statement was furnished to USA Donald Kelley for use at the Commissioner's hearing on 11-14-55 and was in his possession for two or three hours. One of the Agents observed Kelley furnish it to his secretary and it has been ascertained that he has had a copy in his possession continually since the arraignment. Moore asked Kelley if he had made the information available to Stohlberg. Kelley stated that he had not. Stohlberg was asked if he obtained the information for his article from the signed statement and he said that he could not answer the question. Moore said it was well known in Denver that a signed statement had been taken. Stohlberg's article stated that Moore and SAC Webb Burke had refused to confirm or deny that a statement was taken from Graham and made the comment that a confession was confirmed by the Federal prosecutor. It is known that USA Kelley conferred with District Attorneys Bert Keating and M.E.H. (Mark) Smith, Weld County, at which time statement was read aloud. It is possible someone may have overheard statement from the corridor or adjoining room.

ACTION:

1. If you approve no further inquiry will be made to determine how the facts got to the press.

Attachment

JAS:111

cc - Nichols  
 Boardman  
 Belmont  
 Sizoo  
 Baumgardner

(7)

RECORDED - 43

b7C

b7C

Memorandum to Belmont from Sizoo

2. If you approve the attached memorandum should be sent to the Attorney General, copies to Rogers, Tompkins and Olney advising them that the FBI did not release details to the press and of the information set forth above as to how the details may have gotten to the press since it is probable that they have observed the newspaper stories indicating that the press may have had access to the signed statement.

*[Handwritten initials and signatures]*

*[Large stylized 'S' or 'J' signature]*  
*[Small 'sh' and 'hr' initials]*  
*[Checkmark]*  
*[GK and other initials]*  
*[SM initials]*  
*[Horizontal line signature]*

Mr. Tolson ☒  
 Mr. Boardman ☒  
 Mr. Nichols ☒  
 Mr. Belmont ☒  
 Mr. Harbo ☒  
 Mr. Mohr ☒  
 Mr. Parsons ☒  
 Mr. Rosen ☒  
 Mr. Tamm ☒  
 Mr. Sizoo ☒  
 Mr. Winterrowd ☒  
 Tele. Room ☒  
 Mr. Holloman ☒  
 Miss Gandy ☒

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/20/04 BY 60280 auc/ACE/mt/uta

*Who gave out the  
 contents to Stalling?*

**ADD SABOTAGE, DENVER (903A)**

STOLBERG, IN HIS STORY, SAID THAT GRAHAM COLLECTED THE EQUIPMENT FOR THE BOMB AND ASSEMBLED THEM IN A CARDBOARD BOX ON OCT. 18 OR 19. THE EQUIPMENT INCLUDED 25 STICKS OF DYNAMITE, TWO DYNAMITE CAPS, ONE DRY CELL EVERREADY SIX-VOLT "HOT SHOT" BATTERY AND THE TIMING DEVICE. THE EXACT NATURE OF THE TIMING DEVICE WAS NOT MADE KNOWN BUT IT WAS KNOWN THAT IT WAS NOT A CLOCK.

STOLBERG SAID GRAHAM CONFESSED THAT HIS MOTHER DECIDED TO STORE HER CAR AT A DOWNTOWN DENVER GARAGE WHILE SHE WAS ON THE TRIP.

HE SAID GRAHAM TOOK HIS MOTHER'S LUGGAGE, INCLUDING TWO SUITCASES AND A BRIEFCASE, AND TOLD HER HE WOULD MEET HER AT THE GARAGE. HIS MOTHER, HE SAID, TOOK HIS (GRAHAM'S) WIFE AND SON, ALLEN, TO THE GARAGE WITH HER.

HE STAYED BEHIND, TOOK THE PARTS OUT OF THE CARDBOARD CONTAINER AND PUT THEM IN A PAPER SACK, STOLBERG'S STORY SAID.

"I THEN WRAPPED THREE OR FOUR FEET OF BINDING CORD AROUND THE STACK OF DYNAMITE TO HOLD THE STICKS IN PLACE AROUND THE CAPS, LEAVING THE WIRES WHICH WERE ATTACHED TO THE DYNAMITE CAP EXTENDING OUT OF THE PAPER SACK," GRAHAM WAS QUOTED.

ON THE WAY TO MEET HIS MOTHER, HIS WIFE, AND SON DOWNTOWN, GRAHAM SAID HE STOPPED AT AN ARMY STORE AND BOUGHT TWO LARGE WEB BELTS WHICH HE FASTENED AROUND THE LARGER OF THE TWO SUITCASES WHICH CONTAINED THE BOMB.

HE SAID HIS EXPLOSIVE, WHEN COMPLETED, CONSISTED OF THE EXPLOSIVE MATERIAL CONTAINED IN THE SACK. HE SAID IT WAS SO DESIGNED THAT IT WOULD EXPLODE EVEN IF THE TIMING DEVICE FAILED TO WORK.

11/15--GE934A

EX-122

ENCLOSURE

RECORDED - 43

98-43035-111

NOV 22 1957

11-17-55

AIRTEL

Air Mail

Dallas (80-436)

DIRECTOR, FBI

WICHITA DAILY TIMES, WICHITA FALLS, TEXAS.

Attached hereto is editorial which appeared in the above paper 11-15-55, which is highly complimentary of the Bureau's participation in the CRUALSAB matter.

Recommend Bureau write letter of acknowledgment to MR. RHEA HOWARD, President and Editor, Times Publishing Company, Wichita Falls, Texas.

MURPHY

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60320 DMC/ACE/mct/ltr

WAM:FB  
(4)

98-43035 - ✓  
NOT RECORDED  
18 DEC 1 1955

1 ENCL

in Director

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

ORIGINAL FILED IN 98-43035-139

NOV 18 1955

# FEDERAL BUREAU OF INVESTIGATION

Form No. 1  
THIS CASE ORIGINATED AT

DENVER

REPORT MADE AT <b>BIRMINGHAM</b>	DATE WHEN MADE <b>11/17/55</b>	PERIOD FOR WHICH MADE <b>11/9/55</b>	REPORT MADE BY <div style="border: 1px solid black; width: 100px; height: 20px; display: inline-block;"></div> <b>b7C MFL</b>
TITLE <b>CRASH, UNITED AIRLINES DC-6, FLIGHT 629, Longmont, Colorado, November 1, 1955.</b>			CHARACTER OF CASE <b>SABOTAGE</b>
<div style="display: flex; justify-content: space-between;"> <div>SYNOPSIS OF FACTS:</div> <div style="text-align: right;"> <b>ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 2/29/04 BY 60320 mcl/bk/tm/dta</b> </div> </div> <p>Parents and sisters of JESSE T. SIZEMORE, JR., who was killed in instant crash, stated SIZEMORE had been on 30-day leave prior to date of crash and appeared completely happy and satisfied to return to assignment after leave. No motive for homicide developed. Luggage consisted of a duffel bag and small zipper canvas handbag containing only clothing and shaving equipment.</p> <p style="text-align: center;">- RUC -</p> <p>DETAILS: <u>AT MUNFORD, ALABAMA</u></p> <div style="border: 1px solid black; width: 500px; height: 20px; margin: 10px auto;"></div> <p>advised on November 9, 1955, that their son, JESSE T. SIZEMORE, JR., born March 7, 1931, at Munford, Alabama, until his death, was attached to the U. S. Air Force and had been on 30-day leave, which leave ended November 1, 1955. They stated this entire leave was spent at their home and almost all of each day they spent with their son. Both stated SIZEMORE appeared to be completely happy and contented in the Air Force service and was looking forward with pleasure to his assignment in Alaska upon the completion of his leave. Both stated they had never observed their son be moody or noticeably unhappy, but described him as being a cheerful, pleasant type of person. They stated the only insurance on their son was the Government policy which he carried in the Air Force. <div style="border: 1px solid black; width: 100px; height: 20px; display: inline-block;"></div> advised that her son JESSE was</p> <div style="text-align: right; margin-top: 20px;"> <b>11-22-55</b>  <i>11-22-55</i> </div>			
COPIES DESTROYED 284 MAR 1 1961			
APPROVED AND FORWARDED: <div style="border: 1px solid black; width: 150px; height: 40px; display: inline-block;"></div>		SPECIAL AGENT IN CHARGE	
COPIES OF THIS REPORT		DO NOT WRITE IN THESE SPACES	
4 - Bureau 3 - Denver 1 - Birmingham (98-741)		<div style="text-align: center;"> <b>98-430357</b>  <b>24 NOV 21 1955</b> </div>	
		<b>RECORDED - 43</b>  <b>INDEXED - 43</b>	

**EXP. 11-22-55**

BH 98-741

b7C

unofficially engaged to [redacted] who resides in the [redacted] near Anniston, Alabama, and that the plans were made prior to her son's departure from home that he and [redacted] would marry upon his return from Alaska.

[redacted] advised she and her [redacted] who lives with the [redacted] packed all of the luggage which JESSE SIZEMORE, JR. took with him when he departed from their home on the early morning of November 1, 1955, and said the only items contained in his luggage were uniforms, coveralls, shoes, and shaving equipment. She recalled that the shaving equipment, a few pairs of socks and handkerchiefs were carried in the small zipper canvas handbag which JESSE took with him. She said the only metal items which she could recall in his luggage were his razor and blades.

b7C

[redacted] who resides with [redacted] confirmed information furnished by [redacted] concerning JESSE T. SIZEMORE, JR. and felt she could add no more information regarding her brother.

b7C

On November 9, 1955, [redacted] advised she was at the home of her parents, [redacted] on the day prior to the departure of JESSE T. SIZEMORE, JR. She said she was also present when the clothing and personal effects of her brother were placed in the bags and the only thing she could recall made of metal other than the razor and blades was a cigarette lighter containing no fluid which was in the small zipper canvas handbag carried by JESSE. She also stated that JESSE appeared to be extremely happy and completely contented during his 30-day leave at home and appeared anxious to begin his assignment in Alaska. She said her [redacted] age [redacted] hunted frequently with JESSE during his 30 days' leave and according to [redacted] JESSE at all times appeared to be cheerful and in good spirits.

b7C

- RUC -

BH 98-741

ADMINISTRATIVE

REFERENCE:

Denver Teletype to Bureau dated November 9, 1955;

Bureau Letter to Denver dated November 10, 1955.

ADMINISTRATIVE PAGE



# FEDERAL BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **DENVER**

REPORT MADE AT <b>PHILADELPHIA</b>	DATE WHEN MADE <b>11/17/55</b>	PERIOD FOR WHICH MADE <b>11/9, 10, 14, 15/55</b>	REPORT MADE BY <div style="border: 1px solid black; height: 20px; width: 100%;"></div> <b>(LAT)</b>
TITLE <b>CRASH, UNITED AIRLINES DC-6, FLIGHT 629, LONGMONT, COLORADO November 1, 1955</b>			CHARACTER OF CASE <b>SABOTAGE</b>
<p><b>SYNOPSIS OF FACTS:</b></p> <p>People interviewed concerning MARION P. HOBGOOD advised that he was an electrical engineer employed by the Philco Corporation, Philadelphia, Pa., prior to his death in the crash of United Airlines DC-6, Flight 629. He was traveling for business reasons. <span style="border: 1px solid black; display: inline-block; width: 100px; height: 1.2em; vertical-align: middle;"></span> advised that her husband had insurance policies with Prudential Insurance Company, Equitable Life of Iowa and National Service Life Insurance. <span style="border: 1px solid black; display: inline-block; width: 100px; height: 1.2em; vertical-align: middle;"></span> and other people interviewed stated that they knew of no reason why anyone would have desired to kill MARION P. HOBGOOD. No indication of marital difficulties between HOBGOOD and his wife.</p> <p><b>ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 2/20/04 BY 60320 and BCTH/LF/LS RUC -</b></p> <p style="text-align: right;">AGENCY <i>1- Int. Sec.</i> REG. REC'D DATE FORW. <i>11-22-55</i> HOW FORW. BY <i>[Signature]</i></p>			
<p><b>DETAILS:</b></p> <p style="text-align: center;"><u><b>DATA FROM NEWSPAPER REPORT</b></u></p> <p>"The Philadelphia Inquirer" dated November 3, 1955, Final City Edition, on page one, column five, carried an article entitled "Bomb Hinted In Crash That Kill 14." This article reflected that among the victims of subject crash was MARION P. HOBGOOD, age 31, who resided at 145 Towamencin Avenue, Hatfield, Pa., and a former resident at 5343 Wayne Avenue, Philadelphia, Pa. It was further reflected that HOBGOOD was an electrical engineer employed by the Philco Corporation, Philadelphia, Pa.</p>			
APPROVED AND FORWARDED: <i>[Signature]</i>	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN THESE SPACES	
<p><b>COPIES DESTROYED</b> <b>284 MAR 1 1961</b></p> <p>COPIES OF THIS REPORT</p> <p>4 Bureau 3 Denver 1 Philadelphia (98-2113)</p> <p style="text-align: center;"><b>NOV 28 1955</b></p>		<p style="text-align: right;"><b>RECORDED - 43</b></p> <p style="font-size: 2em; text-align: center;">43135</p> <p style="text-align: center;">NOV 22 1955</p> <p style="text-align: right;"><b>INT. SEC</b></p>	

PROPERTY OF FBI—THIS CONFIDENTIAL REPORT AND ITS CONTENTS ARE LOANED TO YOU BY THE FBI AND ARE NOT TO BE DISTRIBUTED OUTSIDE OF AGENCY TO WHICH LOANED.

HOBGOOD's surviving family were listed as his [redacted] months of age; [redacted] Columbia, S. C.; and [redacted] Columbia, S. C.

b7C

This article further reflected that Dr. and Mrs. RALPH W. VAN VALIN, Newberg, Ore., were victims of instant crash. The VAN VALINS, according to the article, were returning home after a month's visit with Mr. VAN VALIN's brother, RAYMOND VAN VALIN, Oak Lane Manor Apartments, Melrose Park, Pa. The article set forth that Dr. VAN VALIN was a retired dentist who had reached his 72nd birthday on the day of the crash. A son, HERBERT W. VAN VALIN, Corvallis, Ore., was listed as the surviving member of the VAN VALINS immediate family.

RESULTS OF INTERVIEWS CONCERNING MARION P. HOBGOOD

[redacted] was interviewed on November 9, 1955. He advised as follows concerning MARION P. HOBGOOD:

b7C

He did not know HOBGOOD or [redacted] personally but from his position as Postmaster, he knew that they moved to Hatfield, Pa., from Philadelphia, Pa., in July 1955, having bought a home in Hatfield. HOBGOOD and his wife had the reputation during the period they lived in Hatfield of being very quiet and friendly people.

b7C

[redacted], U.S. Post Office, Hatfield, Pa., was interviewed on November 9, 1955, and advised as follows concerning MARION P. HOBGOOD and his [redacted]

b7C

The HOBGOODs, in July 1955, bought and moved into the residence located at 145 Towamencin Avenue, Hatfield, Pa. The HOBGOODs house is located adjacent to [redacted] residence and he, [redacted] have had frequent association with the HOBGOODs since they moved to Hatfield. Both Mr. and [redacted] impressed [redacted] and his wife as being extremely nice and friendly individuals. The HOBGOODs appeared to be very devoted to each other and there was no indication of any marital difficulties.

b7C

[redacted] has one child approximately [redacted] of age, a [redacted] named [redacted] and is pregnant and expects another child within the next few weeks. [redacted] has only the highest praise for Mr. and [redacted] and said that he knew of no reason why anyone would have desired to kill HOBGOOD.

b7C

[redacted] of MARION P. HOBGOOD, was interviewed on November 9, 1955. She advised

that her maiden name was [redacted] and that her father is a [redacted] who is presently located at [redacted]. [redacted] stated that she graduated from Madison College, Harrisonburg, Va., with a major in chemistry.

b7C

[redacted] stated that [redacted] was a native of South Carolina having graduated from the University of South Carolina in the Spring of 1950. She added that he came to Philadelphia, Pa., in June 1950, and obtained a position as an electrical engineer with the Philco Corporation.

b7C

[redacted] further advised that [redacted] on August 25, 1951, in Philadelphia. She said she worked as a [redacted] for the Wyeth Laboratories with offices at 1401 Walnut Street, Philadelphia, Pa., for a period of about two years after [redacted]. She added that she has one child, a [redacted] of age, and expects the birth of another child within a few weeks.

b7C

[redacted] stated that [redacted] had insurance policies with the Prudential Insurance Company, Equitable Life of Iowa, and a GI policy with National Service Life Insurance. She stated that she was the [redacted] of the two policies with the private life insurance companies, but that [redacted] MARION P. HOBGOOD, had been the [redacted] of the National Service Life Insurance policy before [redacted]. She added that [redacted] had stated he planned to make her, [redacted] the [redacted] of this policy but that she did not know whether or not this change of [redacted] had been made.

b7C

[redacted] further stated that she knew of no enemies that [redacted] might have had. She said that as far as she knew he had had no difficulties with anyone since [redacted]. She further advised that she knew of absolutely no one who might have destroyed the airplane on which [redacted] was traveling for the purpose of killing him.

b7C

[redacted] stated that her [redacted] only reason for traveling at the time he was killed was to carry out duties assigned to him by his superiors at the Philco Corporation. She added that she knew of nothing he was carrying in his luggage that might have caused an explosion.

b7C

[redacted] Equitable Life of Iowa, Broad and Locust Building, Philadelphia, Pa., was interviewed on November 10, 1955. [redacted] advised that MARION P. HOBGOOD, 145 Towamencin Avenue,

b7C

PH 98-2113

Hatfield, Pa., who gave his birth date as November 26, 1923, Lexington County, S. C., had on September 28, 1954, bought an insurance policy from him, [REDACTED]. He added that this policy has Equitable Life of Iowa Number 1054091, is a 20 pay life policy for the amount of \$2,500 with an accidental death clause which pays double the policy amount. The policy also has a disability waiver clause. [REDACTED] further advised that this policy was made payable to [REDACTED] on his death. [REDACTED] said that HOBGOOD had told him that he also had insurance with the Prudential Insurance Company and a policy with National Service Life Insurance. b7C

[REDACTED] stated that he spent several hours with Mr. and [REDACTED] at the time he was attempting to sell the aforementioned insurance policy. He added that the HOBGOODs impressed him as being very devoted to each other and that he noted no marital difficulties whatsoever between these two people. b7C

[REDACTED] Prudential Insurance Company, Room 1527, Broad and Locust Building, Philadelphia, Pa., was contacted on November 10, 1955. She advised at this time that she could locate no record of MARION P. HOBGOOD having purchased an insurance policy with her company. She added, however, that there are 15 branch offices of this company in the Philadelphia area and each branch office keeps its individual records of policies sold through that office. b7C [REDACTED] advised that the central office of the Prudential Insurance Company at Newark, N. J., would be the logical place to check in order to determine if HOBGOOD had a policy with this company.

[REDACTED] was interviewed on November 15, 1955, concerning any knowledge she might have of her husband having a Westclox Travalarm clock in his luggage while he was traveling on the subject airplane or any other metal objects which might have been in his possession. b7C [REDACTED] advised that [REDACTED] had a small travel alarm clock in his luggage at the time he left home en route to Portland, Ore. She described this clock as one he had bought on a previous trip to Portland, Ore., several months ago. She described this clock as approximately 3½ inches by 1½ or 2 inches in size with a brown plastic sliding cover and luminous dial. She added that [REDACTED] had told her that this clock cost approximately \$7. [REDACTED] said she could not recall definitely whether the clock had the trade name of Westclox but was inclined to believe that it did. She said that she had forgotten to list this clock with the United Airlines as property in [REDACTED] possession at the time of the crash. She said

PH 98-2113

that she could not think of any additional metal items [redacted] might have had in his possession at the time of the crash.

b7C

CRIMINAL CHECK

Mr. HERBERT KRIDER, Chief of Police, Hatfield, Pa., was contacted on November 9, 1955. He advised that the records of his office contain no references whatsoever to MARION P. HOBGOOD or his [redacted]

b7C

[redacted] Chief KRIDER said that he did not know the HOBGOODs personally but that he had heard of them quite frequently inasmuch as HOBGOOD lived in a town of less than 2,000 population, and that they had the reputation of being very quiet people who were apparently devoted to each other.

- RUC -



PH 98-2113

Administrative Details

A lead was set out in New Haven tel to Bureau dated 11/12/55, for Philadelphia to interview [redacted] This lead is not being covered inasmuch as there is no indication that the interview would be of evidentiary value to this case. b7C

The Philadelphia Office by tel on 11/9/55, set out leads for the Charlotte and Savannah Offices to interview [redacted] who resides in [redacted] and [redacted] [redacted], who resides on [redacted] b7C

Philadelphia Office on 11/10/55, set out lead for the Newark Office to check the records of the Prudential Insurance Company, Newark, N. J., concerning policy MARION P. HOBGOOD allegedly had taken out with this company.

At the time Denver's tel to all continental offices dated 11/14/55, was received, instructing that all investigation which did not appear indicative of producing information of evidentiary value be discontinued, the Philadelphia Office was in the process of conducting the following investigation:

Checking records of the Philadelphia Police Department concerning MARION P. HOBGOOD and his wife.

Checking records of the Philadelphia Credit Bureau, Inc., concerning MARION P. HOBGOOD and his wife.

Checking records of the Veterans Administration, Philadelphia, Pa., concerning the National Life Insurance policy allegedly purchased by MARION P. HOBGOOD, and any other information available in VA records concerning HOBGOOD.

Checking records of the Marriage License Bureau, Orphan's Court, Philadelphia, Pa., concerning HOBGOOD and his wife.

Check of voter's registration record, Philadelphia, Pa., concerning HOBGOOD and his wife.

All of the afore-mentioned investigation was discontinued on the receipt of the above-mentioned Denver tel.

ADMINISTRATIVE PAGE

PH 98-2113

In addition to the investigation conducted as set out in the details and the investigation in the process of being conducted as mentioned above, the Philadelphia Office had planned to conduct the following investigation:

1. Check files of various offices of the Montgomery County Courthouse, Norristown, Pa., in an effort to determine if anyone had attempted to probate a will made by MARION P. HOBGOOD or if anyone had been named executor of HOBGOOD's estate, or if anyone had files letters of administration concerning HOBGOOD's estate. These checks were contemplated in order to learn to whom HOBGOOD's estate was left. b7C

2. Check records of the Wyeth Laboratories, Philadelphia, Pa., concerning the employment of [redacted] at that concern as a [redacted]

3. Check records of the Philco Corporation concerning MARION P. HOBGOOD and interview his immediate supervisor and associates at the Philco Corporation in an attempt to determine if he was carrying any material in his luggage from the Philco Corporation of potential explosive danger, and to attempt to learn of any reason why anyone might desire to kill HOBGOOD.

4. Conduct neighborhood investigation in the vicinity of 5343 Wayne Avenue, Philadelphia, Pa., in order to obtain background information concerning MARION P. HOBGOOD and his wife, and to learn of any possible enemies or marital difficulties HOBGOOD might have been involved in.

5. Interview [redacted] of Dr. and Mrs. RALPH W. VAN VALIN, who were killed in subject crash. b7C

Inasmuch as there is no other investigation at the present time in the Philadelphia Office that appears to be of evidentiary value to this case, the Philadelphia Office plans to conduct no additional investigation unless subsequent leads are set out for the Philadelphia Office.

#### References

Denver airtel to Bureau and all offices dated 11/9/55.  
Denver tel to the Bureau and all continental offices dated 11/11/55.

ADMINISTRATIVE PAGE (Cont'd)



November 18, 1955

b7C

SAC, DENVER

AIRTEL

CRUALSAB.

*Crualsab*

Reurtel 11-18-55.

List of victims this case identified by fingerprints attached.  
Not confirming.

HOOVER

AIRTEL - AMSD

ENCLOSURE

FJC *AK*

(6)

Airtel mailed from Ident. 11-18-55. *AK*

CC-Mr. Belmont

CC-Mr. Tamm

CC-

b7C

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 [signature]

RECORDED 43

98-43035-1

50 NOV 28 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60302 mcl/ra/trc/huz

1. James F. Dorey
2. Peggy Lou Peaddicord
3. Harold Russell Sandstead
4. John Peter Bomelyn
5. Frank Mark Brennan, Jr.
6. Clarence W. Todd
7. James William Purvis
8. Elton Bernard Hickok
9. Frederick Stewart Morgan
10. Paye Ellis Ambrose
11. Jacqueline Lou Hinds
12. Barbara Jean Cruse
13. Sally Ann Scofield
14. Suzanne Paulda Morgan
15. Bror Howard Backstrom
16. Jesse Thomas Sizemore
17. Lee Hardee Hall
18. Don Albert White
19. Gerald George Lipke
20. Thomas Leroy Crouch
21. Samuel Francis Arthur

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. TAMM

FROM : R. C. Anderson

SUBJECT: JACK GILBERT GRAHAM, WA.  
SABOTAGE  
FBI #661187B

DATE: 11-18-55

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

Captioned subject arrested by Bureau Agents, charged with sabotage in connection with crash of United Airlines plane at Longmont, Colorado, resulting in death of forty-four persons including subject's mother, Mrs. Daisy King.

Fingerprint card received from United States Marshal, Denver, Colorado, November 17, 1955, reflects subject fingerprinted that agency November 14, 1955, charge interfering and obstructing the national defense of the United States.

United States Marshal fingerprint card identical FBI #661187B.

Complete research of files Identification Division discloses additional record of subject under name Jack Gilbert King, fingerprinted by both Police Department and Sheriff's Office, Lubbock, Texas, on occasion of arrest September 11, 1951, charge carrying pistol, violation liquor laws, disposition \$100 fine on each charge and thirty days. This additional record known to Denver Field Division and has been reported in newspaper accounts. The fingerprints submitted by the Police Department and the Sheriff's Office, Lubbock, Texas, under the name of Jack Gilbert King, were the first fingerprints received on this individual. These fingerprints were incorrectly classified at time of receipt, have now been added to record. Employee responsible for initial misclassification, [redacted] who resigned in 1952.

ACTION TAKEN:

Record containing additional information furnished SAC, Denver, November 17. Only other dissemination has been copies of record previously prepared for Security Division in connection with instant case. There are attached two copies of the complete record which should be included in case file.

Enclosure

RECORDED - 43

RCA:fjb

63 NOV 28 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 3/20/01 BY 60390 mcl/ctm/ctm

98-43035-111

6.6.18  
DEC 11-18  
FTR

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON 25, D. C.

1-4

207 ALM 11-17-55

*J. Edgar Hoover*  
Director.

The following FBI record, NUMBER **661 187 B**, is furnished FOR OFFICIAL USE ONLY.

CONTRIBUTOR OF FINGERPRINTS	NAME AND NUMBER	ARRESTED OR RECEIVED	CHARGE	DISPOSITION
PD Lubbock Texas	Jack G. King #20466	9-11-51	carrying a pistol & Liq. Law Viol	Trans to Co.
SO Lubbock Texas	Jack Gilbert King #4540	9-11-51	carrying pistol vio. liq. law	\$100, \$100 & 30 das
PD Denver Colo	Jack Gilbert Graham #35880	11-17-51	Warrant Forgery	
AEC Wash DC	Jack Gilbert Graham #P-876 GJ-P	applicant FP 4-23-54		
USM Denver Colo	John Gilbert Graham #4439	11-14-55	Interfering & Obstructing the National Defense of the US	

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 pnd/rct/mth

*del*

COPIES DESTROYED  
284 MAR 1 1961

ENCLOSURE

Notations indicated by \* ARE NOT BASED ON FINGERPRINTS IN FBI files. The notations are based on data furnished this Bureau concerning individuals of the same or similar names or aliases and ARE LISTED ONLY AS INVESTIGATIVE LEADS.

**1-4**

J. Edgar Hoover  
Director.

CONTRIBUTOR OF FINGERPRINTS	NAME AND NUMBER	ARRESTED OR RECEIVED	CHARGE	DISPOSITION
	As John G. Graham, Denver Colo., March, 1951 forg; 5 yrs probation (Restitution)			

16--15190-2 U. S. GOVERNMENT PRINTING OFFICE

SAC, Denver

November 18, 1955

Director, FBI

ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/10/04 BY 60290 mac/Bcat/m-7/072

JACK GILBERT GRAHAM, with aliases  
CRASH UNITED AIRLINES DC 6  
LONGMONT, COLORADO, NOVEMBER 1, 1955  
SABOTAGE

You are advised that a local representative of "The American Weekly," which appears as a supplement in many newspapers throughout the country, advised the Bureau on November 16 that Earle Stanley Gardner, the well-known detective story writer, and a former Denver newspaperman named Gene Lowell will arrive in Denver in the near future to do a story for "The American Weekly" on the above-mentioned case. A copy of the Bureau's press release on the solution of the case has been furnished to "The American Weekly," and the local representative has been advised that, in view of the pending status of the matter, it will not be possible to cooperate further at this time. Mr. Gardner quite likely will contact your office upon arrival in Denver and, if so, he should be similarly advised concerning the pending status of the matter.

NOTE: See Jones-Nichols memo dated 11-17-55, captioned

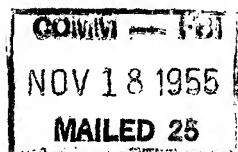
"MAJ:rm."

b7C

MAJ:rm  
(4)

RECORDED - 43

Tolson ☒  
Boardman ☒  
Nichols ☒  
Belmont ☒  
Harbo ☐  
Mohr ☐  
Parsons ☐  
Rosen ☐  
Tamm ☐  
 Sizoo ☐  
Winterrowd ☐  
Tele. Room ☐  
Holloman ☐  
Gandy ☐



NOV 28 1955

NOV 18 1955

EX-102 LICE  
FBI - DENVER



# F.B.I. RADIOGRAM

DECODED COPY

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Nichols	_____
Mr. Belmont	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Sizoo	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

FROM ANCHORAGE 11-18-55 NR 190045 10:44 PM

DIRECTOR AND SAC DENVER URGENT

JACK GILBERT GRAHAM, SABOTAGE. REBURAD NOVEMBER 17 LAST.

SPENARD, ALASKA,

FIRE CHIEF KENNETH FISHER ADVISED HIS DEPARTMENT AS A VOLUNTEER GROUP AND NO RECORD OF FIRE AT HABLUTZEL HOME AVAILABLE. CHIEF FISHER RECALLS ANSWERING FIRE HABLUTZEL HOME IN 1954 BUT HAS NO INFORMATION THAT ORIGIN OF FIRE WAS OTHER THAN ACCIDENTAL. HE STATED HABLUTZEL RECEIVED FIVE THOUSAND DOLLARS INSURANCE DUE TO FIRE DAMAGE. FIRE CHIEF GEORGE BURNS, ANCHORAGE FIRE DEPARTMENT, ADVISED RECORDS REFLECT FIRE AT HABLUTZEL HOME JANUARY 31, 1951.

RECORDS CONTAIN NO INFORMATION AS TO INSURANCE OR ORIGIN OF FIRE. [REDACTED]

[REDACTED] ADVISE NO REASON TO SUSPECT FIRES TO BE OTHER THAN ACCIDENTAL. [REDACTED] ADVISED [REDACTED]

[REDACTED] RUMORED TO HAVE BURNED HER HOME TWICE BUT [REDACTED]

HAS NO PERSONAL KNOWLEDGE OR SUSPICIONS. SHE BELIEVES [REDACTED]

[REDACTED] TO BE MENTALLY DEFICIENT. [REDACTED], ABOVE,

ADVISED [REDACTED] EMPLOYED AS HOSTESS AT LOCAL NIGHT

CLUB AND DID NOT MAKE A GOOD HOME. RINEHART HABLUTZEL

Mr. Belmont

CONTACTED THIS OFFICE NOVEMBER 17 LAST. DURING INTERVIEW If the intelligence contained in the above message is to be disseminated outside the Bureau, it is suggested that it be suitably paraphrased in order to protect the Bureau's cryptographic systems.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/94 BY 60322/UC/BAW/STP

# F.B.I. RADIOGRAM

DECODED COPY

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Nichols	_____
Mr. Belmont	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Sizoo	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

PAGE TWO:

ADVISED SEVERAL FIRES HAD OCCURRED DURING THEIR RESIDENCE IN ALASKA. HE CLAIMED FIRE IN JANUARY, 1951, DUE TO FAILURE TO CLEAN HEATING UNIT. REGARDING FIRE OCCURRING JULY 3, 1954, STATES BOTH HE AND HIS WIFE WERE AWAY FROM HOME, HE BEING OUT OF TOWN, AND HIS WIFE BEING IN ANCHORAGE WITH THE CHILDREN. ABOVE FACTS VERIFIED BY NEIGHBORS. HE CLAIMED ONLY PERSONAL PROPERTY SAVED WERE HIS GUNS WHICH WERE REMOVED BY [REDACTED]

[REDACTED] HABLUTZEL STATED INSURANCE ON HOME WAS HANDLED BY THE M B MARTIN INSURANCE COMPANY OF ANCHORAGE. HE STATED INSURANCE ADJUSTER UNABLE TO SATISFACTORILY EXPLAIN FIRE BUT BELIEVED DUE TO FAULTY WIRING WHICH WAS INSTALLED BY HABLUTZEL. HABLUTZEL BELIEVES FIRE MAY HAVE STARTED FROM FIRE CRACKERS STORED NEAR STOVE. HE STATED WIFE AND SUBJECT WERE NOT PARTICULARLY CLOSE DUE TO DIFFERENCE IN AGE AND LACK OF CONTACT. CLAIMS SUBJECT NEVER WROTE AND LAST SAW HIM PRIOR TO THEIR DEPARTURE FROM DENVER IN JULY, 1955. HE CLAIMS HIS FAMILY RESIDED IN TRAILER AT DENVER AND VISITED SUBJECT ONLY OCCASIONALLY DURING THEIR RESIDENCE IN THE DENVER AREA PRIOR TO JULY, 1955. [REDACTED] MARTIN INSURANCE COMPANY,

b7C

ADVISED UNABLE TO LOCATE RECORD OF FIRE CLAIM. HE STATED MAY If the intelligence contained in the above message is to be disseminated outside the Bureau, it is suggested that it be suitably paraphrased in order to protect the Bureau's cryptographic systems.

# F.B.I. RADIOGRAM

DECODED COPY

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Nichols	_____
Mr. Belmont	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Sizoo	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

PAGE THREE:

HAVE BEEN IN NAME OF MORTGAGEE OR CLAIM FILE IN POSSESSION OF INSURANCE ADJUSTER. ADJUSTER WHO HANDLED CLAIMS FOR MARTIN INSURANCE COMPANY OUT OF TOWN AND INFORMATION REGARDING CLAIM TO BE OBTAINED ON HIS RETURN WITHIN THE NEXT COUPLE DAYS. CONTACTS WITH INSURANCE COMPANIES, ANCHORAGE FAIL TO SUBSTANTIATE CLAIM THAT INSURANCE COMPANIES REFUSED TO REINSURE.

RECEIVED:

11-18-55

10:52 PM

HL&RB

DENVER ADVISED VIA SAN DIEGO.

**TELETYPE**

DATE 2/20/04 BY 60290mc/pkf/hz/vs

PAGE TWO

EXPLOSION DESCRIBED AS MORE SEVERE THAN COULD HAVE BEEN  
CAUSED BY GASOLINE OR OTHER POTENTIALS NORMALLY ABOARD.  
SA  BUREAU LABORATORY EXPERT ON SCENE, CONCURS b7C  
IN THIS ANALYSIS. ALL OFFICES RECEIVING INSTANT TELETYPE  
SHOULD INITIATE AND IMMEDIATE BACKGROUND INVESTIGATION  
OF THE PASSENGERS AND PERSONNEL WHO RESIDED WITHIN THEIR  
RESPECTIVE AREAS FOR PURPOSE OF DETERMINING IF A MOTIVE  
FOR HOMICIDE EXISTED. SUGGEST BUSINESS RELATIONS, MARITAL  
RELATIONS AND INSURANCE POSSIBILITIES BE EXPLORED PLUS ANY  
OTHER LOGICAL INQUIRIES. ALL BAGGAGE AND OTHER CARGO WILL  
BE CHECKED FOR POSSIBILITY OF UNAUTHORIZED SHIPMENTS OF  
POTENTIAL EXPLOSIVE MATERIALS AS WELL AS PURPOSELY PLACED  
EXPLOSIVE MATERIAL IN FREIGHT OR BAGGAGE. UAL LOCAL  
UNION FLIGHT ENGINEERS AF OF L ON STRIKE SINCE OCT. TWENTY  
THREE LAST. UAL USING PILOT ENGINEERS AS REPLACEMENTS.  
ANY RAMIFICATIONS OF STRIKE PERTINENT TO CRASH WILL BE  
CHECKED. ALL EYE WITNESSES TO CRASH BEING CHECKED.  
UAL PERSONNEL WHO HANDLED PLANE AND CARGO AT NYC, CHICAGO  
AND DENVER SHOULD BE INTERVIEWED FOR ANY PERTINENT INFORMATION  
AVAILABLE. QUOTE NO SHOWS UNQUOTE AND CANCELLATIONS WILL BE  
CHECKED. ALL LEADS SHOULD BE HANDLED BY TELETYPE ~~1-800-800-1~~ <sup>AND BUREAU</sup>  
<sup>ADVISED</sup> ~~CHANGED~~ OF ANY PERTINENT DEVELOPMENTS. SUGGEST  
BUREAU CONSIDER FOR ECONOMY REASONS CODE NAME QUOTE CRUAL  
UNQUOTE. COPIES OF THIS TELETYPE BEING FURNISHED ALL OFFICES  
BY AIR MAIL AS POSSIBLE LEADS MAY DEVELOP. PASSENGER AND UAL  
EMPLOYEE LIST AS FOLLOWS.

END PAGE TWO

PAGE THREE

BALTIMORE

DR. HAROLD R. SANDSTEAD. ONE NINE ONE FOUR ROSEMARY HILLS  
DRIVE, SILVER SPRINGS, MD.

BIRMINGHAM

AIRMAN SECOND CLASS JESSE T. SIZEMORE, SN FIVE THREE NAUGHT  
SEVEN NAUGHT FOUR TWO SIX, HOME DASH MUNFORD OR ANNISTON,  
ALA. EN ROUTE FROM THREE FOUR FIVE NAUGHT TECHNICAL  
TRAINING WING, WARREN AFB, CHEYENNE, TO TWO THREE FIVE FIVE  
PERRON NAVAL STATION, SEATTLE, WASH.

b7C

BOSTON

MR. JAMES F. DOREY, THREE NINE LAZELL ST., WHITMAN, MASS.

[REDACTED]

[REDACTED]

[REDACTED]

b7C

[REDACTED]

[REDACTED]

[REDACTED]

END PAGE THREE



PAGE FOUR

MISS BARBARA J. CRUSE, ONE TWO FOUR NAUGHT HANOVER, DENVER,  
COLO. UAL EMPLOYEE. b7C

MRS. DAISY E. KING, TWO SIX FIVE NAUGHT W. MISSISSIPPI AVE.,  
DENVER, COLO.

MISS SALLY ANN SCOFIELD, TWO TWO EIGHT NINE GRAPE, DENVER,  
COLO. UAL EMPLOYEE.

DETROIT

KANSAS CITY

MR. THOMAS L. CROUCH, NINE THREE THREE N. HOLYOKE, WICHITA,  
KANS. b7C

NEWARK

PHILADELPHIA

MR. MARION P. HOBGOOD, ONE FOUR FIVE TOWAMENKIN AVE., HATFIELD,  
PA. PAREN COLORED END PAREN.

END PAGE FOUR

PAGE FIVE

PITTSBURGH

MR. GERALD GEORGE LIPKE, FOUR SEVEN THREE SIX OLD BOSTON  
ROAD, PITTSBURGH, PA.

[Redacted]

PORTLAND

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

SAN FRANCISCO

[Redacted]

SEATTLE

[Redacted]

[Redacted]

SENIOR TELEPHONE

SALES AGENT, UAL.

END PAGE FIVE

PAGE SIX

SAMUEL FRANCIS ARTHUR, ONE SIX NAUGHT FIVE THREE SIXTEENTH AVE.  
SOUTH, SEATTLE, WASH. UAL FLIGHT ENGINEER.

MR. B. A. OR H. BECKSTROM, THREE SEVEN ONE FIVE OR THREE  
SEVEN FIVE NAUGHT EAST ONE FIVE THIRD ST., SEATTLE, WASH.

MRS. B. PAREN IRENE END PAREN BECKSTROM, SAME ADDRESS ON  
ONE FIVE THIRD ST. IN SEATTLE, WASH. AS MR. BECKSTROM.

MR. JOHN T. OR PETER BOMELYN, ONE NAUGHT NAUGHT ONE SIX  
THIRTY EIGHTH AVE. N.E., SEATTLE, WASH.

MR. FRANK MARK BREENAN, SEVEN NAUGHT THREE SEVEN TWENTY  
EIGHTH AVE., N.E., SEATTLE FIFTEEN, WASH.

LEE HARDY HALL, TWO THREE ONE FIVE S.W. ONE SEVENTIETH ST.,  
SEATTLE SIXTYSIX, WASH. UAL CAPTAIN.

b7C

MR. ELTON B. <sup>H</sup>WICKOK, THREE FOUR ONE SIX W. SMITH ST.,  
SEATTLE TWO, WASH.

JACQUELINE LOU HINDS, TWO SEVEN TWO NAUGHT S.W. ONE  
FIFTYSIXTH. SEATTLE, WASH. UAL STEWARDESS.

PEGGY L. PEDDICORD, FOUR SIX FOUR NAUGHT TWENTYSECOND,  
SEATTLE, WASH. UAL STEWARDESS.

MR. JAMES W. PURVIS, FIVE SIX THREE SEVEN PACIFIC AVE.,  
TACOMA, WASH.

MR. CLARENCE W. TODD, TWO TWO SIX DEL MONTE AVE.,  
TACOMA, WASH.

END PAGE SIX

PAGE SEVEN

DONALD ALBERT WHITE, ONE TWENTYSEVEN OR ONE TWENTY S. ONE  
FIFTYSECOND ST., SEATTLE, WASH. UAL FLIGHT OFFICER.

BUREAU

[REDACTED]

b7C

THE BUREAU HAS DESIGNATED THIS CASE AS A SPECIAL, FIRST  
REPORT DUE NOVEMBER TWENTYTWO.

b7C

BURKE

ATT BUREAU-SA [REDACTED] DPTING VIA UAL FLIGHT NO. 730,  
ONE THIRTY A.M. 11-9-55. END

HOLD FOR [REDACTED]

CORR- LINE 8 PG ONE SHD BE P.M.

CORR- LINE 15 PG FOUR, EXCLUDE <sup>1</sup>2.

CORR- LINE 11 PG FIVE, EXCLUDE [REDACTED] AND LN 12 SIXTH WD  
SHD BE [REDACTED] AND LN 13 SIXTH WD SHD BE [REDACTED]

CORR- LINE 17 PG SIX, FOURTH WD SHD BE [REDACTED]

END AND ACK PLS

WA <sup>1</sup>2320 AM OK FBI WA ELR

NRVTCFOI

BA OK FBI BA FHM

BH OK FBI BH JCM

BS OK FBI BS GTB

BU OK FBI BU PRL

CG OK FBI CG JAA

DE OK F I DE CHW

KC OK FBI KC CLW

NK TC TIKLNCKLRC

PH OK FBI PH DAQ

PG OK FBI PG ES

PD OK FBI PD DAD SF OK FBI SE RKL

SE OK FBI SF 07 RMT

TU DISC

Noted in  
Comm. Sgt  
By *[Signature]*

*[Handwritten signature]*  
*[Handwritten signature]*

RECORDED - 4

November 16, 1955

EX-126

[Redacted]  
Flexonics Corporation  
1315 South Third Avenue  
Maywood, Illinois

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/20/04 BY 60290 mcl/pk/tm/ta

b7C

Dear [Redacted]

Thank you for your message of November 14, 1955, concerning the investigation of the explosion aboard the United Airlines plane near Denver, Colorado.

I assure you that the FBI was happy to be of service in this matter, and your generous remarks are indeed appreciated.

Sincerely yours,

J. Edgar Hoover

b7C

NOTE: Bufiles contain no record identifiable with [Redacted] and no derogatory information concerning the Flexonics Corporation. Address per telephone directory.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

HEH: jac jac 1-4  
(3)  
DEC 1 1955

[Redacted]

COMM - FBI  
NOV 17 1955  
MAILED 30

b7C

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 14 1955

TELETYPE

Mr. Tolson ✓  
Mr. Boardman ✓  
Mr. Nichols ✓  
Mr. Belmont ✓  
Mr. Harbo ✓  
Mr. Mohr ✓  
Mr. Parsons ✓  
Mr. Rosen ✓  
Mr. Tamm ✓  
Mr. Sizoo ✓  
Mr. Winterrowd ✓  
Tele. Room ✓  
Mr. Holloman ✓  
Miss Gandy ✓

FROM FLEXONICS CORP NO 209 MAYWOOD ILL

NOV 14 1955

FEDERAL BUREAU OF INVESTIGATION

WASHINGTON D C

ATTN J EDGAR HOOVER, DIRECTOR

THE FBI AND CAB ARE TO ~~BE~~ BE CONGRATULATED ON THE SPLENDID SERVICE  
DONE THE AIRCRAFT INDUSTRY IN APPREHENSION OF THE PERSON RESPONSIBLE FOR  
THE RECENT EXPLOSION ABOARD UNITED DC-6 NORTH OF ~~DENVER~~ DENVER. AS  
A SUPPLIER ~~TO~~ TO THE INDUSTRY, BUILDING PARTS WHICH MIGHT ~~POSSIBLY~~  
POSSIBLY BE UNDER QUESTION IN AN AFFAIR OF THIS NATURE WE SAY THE  
FBI & CAB ~~HAVE~~ HAVE, THROUGH THEIR DILIGENT WORK, REMOVED THE DOUBT  
AND ~~TO~~ TO A LARGE DEGREE HELPED IN ATTESTING TO THE INTEGRITY OF THE  
AIRPLANE AS WELL AS ITS COMPONENTS.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 7/2/04 BY 60290 mcl/act/mcl/ua

b7C

END MT

6-43 PM OK FBI WA JP

RECORDED - 4

EX-126

NOV 28 1955

RECEIVED

NOV 28 1955

COPIES DESTROYED  
284 MAR 1 1961

WMC  
ack 11-16-55  
HEH

(1) H&H

F B I

Date:

Transmit the following message via air

(Priority or Method of Mailing)

From SAC,

AIRTEL

To:

FBI, CHICAGO (98-1836)

November 15, 1955

DIRECTOR, FBI and SAC, DENVER

CRUALSAB

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 mdc/bcd/mr/tm

Remytel of 11/14/55.

[redacted], Aviation Accident Division,  
Continental Casualty Co., 310 S. Michigan, Chicago,  
advised SA [redacted] on 11/14/55 that the follow-  
ing victims of the crash of UAL Flight 629-1 had trip  
policies with his company:

F. M. BRENNAN, JR.  
7037 28th Ave., N.E., Seattle, Washington  
Amount - \$62,500  
Beneficiary - [redacted]

b7C

E. B. HICKOK  
3416 W. Smith St., Seattle, Washington  
Amount - \$62,500  
Beneficiary - [redacted]

JAMES W. PURVIS  
5637 Pacific Ave., Tacoma, Washington  
Amount - \$62,500  
Beneficiary - [redacted]

DIM:dmd  
(11)

- 1 - Seattle (Info) (Regular Mail)
- 1 - Portland "
- 1 - Kansas City "
- 1 - Boston "
- 1 - Baltimore "

RECORDED - 6

NOV 18 1955

Mr. Belmont

Approved: *[Signature]*

Special Agent in Charge

Sent *[Signature]*Per *[Signature]*



F B I

Date:

Transmit the following message via \_\_\_\_\_

(Priority or Method of Mailing)

From SAC,

PAGE TWO

To:

CLARENCE W. TODD  
226 Del Monte (Fircrest), Tacoma, Washington

Amount - \$62,500

Beneficiary - [REDACTED]

Amount - \$50,000

Beneficiary - [REDACTED]

Amount - \$50,000

Beneficiary - same as husband (above)

Dr. R. W. VAN VALIN  
310 N. College, Newberg, Oregon

Amount - \$12,500

No other info available at this time.

b7C

Mrs. R. W. VAN VALIN  
310 N. College, Newberg, Oregon

Amount - \$12,500

No other info available at this time.

Amount - \$62,500

Beneficiary - [REDACTED]

Mrs. SUZANNE MORGAN  
1947 Lake Ave., Wilmette, Illinois

Amount - \$62,500

Beneficiary - [REDACTED]

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

F B I

Date:

Transmit the following message via \_\_\_\_\_

(Priority or Method of Mailing)

PAGE THREE

From SAC,

To: Dr. HAROLD R. SANDSTEAD, 1914 Rosemary Hills Drive, Silver Springs, Maryland, had an annual policy, taken out 4/1/55 in the amount of \$35,000. His beneficiary is [REDACTED]

b7C

[REDACTED] was insured for \$50,000 by a group policy held by Mercantile Stores, Inc., 100 W. 10th St., Wilmington, Delaware on its employees. The name of the beneficiary was not available.

[REDACTED] was insured for \$50,000 by a group policy held by Sinclair Oil Co., on its employees. The name of the beneficiary was not available.

b7C

[REDACTED] advised that any of the above policies will be available to the Bureau in the future if desired.

[REDACTED] pointed out that the above list is not necessarily complete due to the fact that the heirs of some victims may be slow in advising the company coupled with the fact that machines in some of the small terminals of connecting airlines have not been completely checked. He stated, however, that if the list is not complete, it is almost so.

HOSTETTER

[REDACTED] b7C

Approved: \_\_\_\_\_ Sent \_\_\_\_\_ M Per \_\_\_\_\_  
Special Agent in Charge

FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE  
COMMUNICATIONS SECTION

NOV 17 1955

TELETYPE

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Ladd \_\_\_\_\_  
Mr. Clegg \_\_\_\_\_  
Mr. Glavin \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tracy \_\_\_\_\_  
Mr. Egan \_\_\_\_\_  
Mr. Gurnea \_\_\_\_\_  
Mr. Hendon \_\_\_\_\_  
Mr. Pennington \_\_\_\_\_  
Mr. Quinn Tamm \_\_\_\_\_  
Mr. Nease \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/10/04 BY 60290 And/ACB/hut/vta

SAC, DENVER

11-17-55 6-21 PM MST

WWW

DIRECTOR, FBI

URGENT

CRUALSAB.

[REDACTED] INTERVIEWED AT LENGTH AND FOUND

ENTIRELY COOPERATIVE. DESCRIBED HISTORY OF VIOLENCE AND  
JEALOUSY ON PART OF JACK GRAHAM AND STATED THAT ON PAST  
EXPERIENCE GRAHAM UNDOUBTEDLY OPPOSED MOTHER-S TRIP TO  
ALASKA, AND HER POSSIBLE INVESTMENT OF MONEY THERE FOR THE  
HABLUTZEL-S. STATED THAT GRAHAM TOLD HER DURING BRIEF CONTACT

AT ARRAIGNMENT THAT HE HAD ONLY TOLD AGENTS LIES ABOUT  
OBTAINING DYNAMITE FROM GUY ON LARIMER STREET. DENIES ANY  
POSSIBLE KNOWLEDGE OF WHERE GRAHAM OBTAINED DYNAMITE OR  
TIMER. [REDACTED] ABSOLUTELY DENIES ANY POSSIBLE COMPLICITY

OF PLOT TO KILL HER MOTHER. WAS VERY HAPPY OF PROSPECT OF  
MOTHER-S VISIT. NO ANIMOSITY BETWEEN MR. HABLUTZEL AND MRS.  
KING. [REDACTED] AND JACK WERE NEVER CLOSE AS [REDACTED]

AND LAST CONTACT WITH JACK BRIEF AND DISAGREEABLE IN DENVER,  
JULY NINETEEN FIFTYFIVE, JUST BEFORE SHE AND HUSBAND LAST  
RETURNED TO ALASKA. NO CORRESPONDENCE BETWEEN [REDACTED] AND JACK  
SUBSEQUENT TO THAT TIME. [REDACTED] INDICATED THAT IF SUBPOENAED

SHE WILL NOT OPPOSE TESTIFYING AGAINST SUBJECT AS BRIEFLY

Mr. Belmont

CC: MR. BELMONT  
AND [REDACTED]  
DOM. INTEL. DIVISION

b7C

PAGE TWO

DESCRIBED ABOVE. CONTINUED INVESTIGATION, WHEREIN NUMEROUS  
CONTACTS MADE, HAS FAILED TO REVEAL SOURCE OF BATTERY AND  
DYNAMITE. INVESTIGATION CONTINUING.

BURKE

END AND ACK PLS



b7C

8-26 PM OK FBI WA WS

## Office Memorandum • UNITED STATES GOVERNMENT

TO : MR. L. V. BOARDMAN *zfb*

DATE: November 17, 1955

FROM : A. H. BELMONT *90*ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 6090 Mac/86/mr/102SUBJECT: JACK GILBERT GRAHAM, with aliases  
SABOTAGE

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parsons	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

In order to insure that our Denver Office fully understands the methods to be used in turning over information, evidence, and witnesses to District Attorney Bert Keating of Denver, the following instructions are being issued to our Denver Office by teletype which is attached.

It is absolutely essential that a most careful record be kept of all information and evidence made available to Keating in connection with this case. It is the responsibility of the SAC at Denver to see to it that all physical evidence turned over to Keating is carefully described and receipts obtained covering each piece of physical evidence. In addition to obtaining receipts, our Denver Office should confirm by letter to Keating the physical evidence made available to him. It will be necessary for the Denver Office to prepare a summary memorandum listing all witnesses uncovered during our investigation to date, including those who are favorable to the defense. A summary of what each witness can testify to will be included. Any additional information developed will be made available to Keating by a summary memorandum as described above. Five copies of all memoranda furnished to Keating will be forwarded to the Bureau by our Denver Office.

By handling the furnishing of information and evidence to Keating as outlined above, it will not be necessary for us to make available to him copies of our investigative reports. It is believed it would be most undesirable to furnish copies of investigative reports to Keating since they would contain much extraneous material not of interest to Keating. Our Denver Office will prepare investigative reports throughout our investigation of this case even though in some instances no witnesses or evidence will be developed.

The Mutual Insurance Company of Omaha turned over to Keating the originals of the insurance policies Graham took out

cc - Mr. Nichols  
Mr. Parsons  
*146* Mr. Boardman  
Mr. Belmont  
Mr. Baumgardner

RECORDED - 4

98-43035-

b7C

Attachments  
FJB:rmw (7)

*love sent*

*11-17-55*

*WV*

Memorandum for Mr. Boardman

on his mother's life. Denver is being instructed to obtain these originals for examination by our Laboratory.

The Department is being advised as to how we are handling the turning over of information to Keating.

RECOMMENDATIONS:

(1) That the attached teletype be sent to our Denver Office. This teletype furnishes instructions as to how information, evidence, and witnesses are to be turned over to District Attorney Keating by the Denver Office.

(2) That the attached letter to Assistant Attorney General Olney III, with copies for Assistant Attorney General Tompkins, which advises how we are handling this matter with Keating, be forwarded to the Department.

216  
SMG.  
✓  
✓  
✓

216

**Memorandum for the Attorney General**

**Air India Constellation. Accident**  
**April 11, 1955, China Sea (en Route Hong Kong to**  
**Indonesia)**

On April 11, 1955, an Air India Constellation chartered by the Chinese Communist Government crashed into the China Sea as a result of an explosion in flight. The aircraft was en route from Hong Kong to Indonesia and carried 19 persons, eight of whom were Red Chinese delegates to the Asian-African conference at Bandung. Two crew members and one passenger survived. British police in Hong Kong issued a murder conspiracy warrant against a suspect who fled to Chinese Nationalist Headquarters on Formosa. An Indonesian inquiry commission indicated that the aircraft had been sabotaged by an explosion in one wing and surmised the explosive had been placed there during the stop at Hong Kong. No additional pertinent information is contained in Bureau files.

The foregoing has been supplied for your information.

- 2cc - Mr. William P. Rogers  
Deputy Attorney General
- 2cc - Assistant Attorney General  
Warren Olney III
- 2cc - Assistant Attorney General  
William F. Tompkins

**NOTE ON YELLOW:**

This communication has been prepared in accordance with the Director's instructions.



4-22 (6-15-55)  
Federal Bureau of Investigation  
Records Section

Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

b7C

☐ All References  
☐ Subversive References  
☒ Main 98462 References Only  
☐ Restrict to Locality of \_\_\_\_\_  
☐ Breakdown ☐ Buildup ☐ Variations  
☐ Exact Name Only  
☐ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

SUBJECT Philippines Airlines'  
Address DC-3 Accident May 7, 1949,  
En Route Wact - Manila, P. I.

## Localities

### Birthdate & Place

R# \_\_\_\_\_ Date 11-17 Searcher Initial dm  
 FILE NUMBER SERIAL

	Airline
	NR
	Airport
	NR
	Manilla, P.I.
	NR
	Philippine Airlines
NI	62-54649-25

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 3/20/04 BY 60991mc

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

11-17, 1955

☐ Name Check Unit - Room 6523  
☐ Attention \_\_\_\_\_  
☐ Service Unit - Room 6524  
☐ Forward \_\_\_\_\_  
☒ Return to \_\_\_\_\_ Ext. \_\_\_\_\_  
Supervisor \_\_\_\_\_  
Room 1513

b7C

☐ All References  
☐ Subversive References  
☒ Main \_\_\_\_\_ References Only  
☐ Restrict to Locality of \_\_\_\_\_  
☐ Breakdown ☐ Buildup ☐ Variations  
☒ Exact Name Only  
☒ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

*Constantine Oumansky*  
SUBJECT \_\_\_\_\_  
Address \_\_\_\_\_

Localities \_\_\_\_\_  
Birthdate & Place \_\_\_\_\_  
R# \_\_\_\_\_ Date \_\_\_\_\_ Searcher Initial *dcl*  
FILE NUMBER SERIAL

*65-37141 (Constantine)*  
*100-24628-3968 sum.*  
*(on Constantine) (12/52)*

*There's no main file  
listed under that  
spelling Constantine*

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60220 JAC/BJE/MLM

4-22 (6-15-55)  
Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Nelson  
☐ Service Unit - Room 6524  
☐ Forward to File Room  
☒ Return to ☐ Ext. \_\_\_\_\_  
Supervisor \_\_\_\_\_  
Room 1513

b7C

☐ All References  
☐ Subversive References  
☒ Main 98462 References Only  
☐ Restrict to Locality of \_\_\_\_\_  
☐ Breakdown ☐ Buildup ☐ Variations  
☐ Exact Name Only  
☐ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

SUBJECT Bombing Incident - Air  
Address Carrier Unknown May 9, 1953,  
Manzanillo, Mexico

## Localities

### Birthdate & Place

R# \_\_\_\_\_ Date 11-17 Searcher Initial dm  
FILE NUMBER SERIAL

Air Carrier

NK

Born 1899 in England

NA

Marathon, Mexico

140

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60904uc/65127/02

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Relson  
☐ Service Unit - Room 6524  
☐ Forward to File  
☒ Return to                      Ext.           
                     Supervisor  
                     Room 1513

b7C

☐ All References  
☐ Subversive References  
☒ Main 98+62 References Only  
☐ Restrict to Locality of                       
☐ Breakdown ☐ Buildup ☐ Variations  
☐ Exact Name Only  
☐ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

SUBJECT Air India Constellation Accident  
 Address April 11, 1955, China Sea  
En Route Hong Kong to Indonesia  
 Localities                       
 Birthdate & Place                     

R#                      Date 11-17 Searcher Initial On  
                     FILE NUMBER                      SERIAL

Air India  
AK  
Airport, Hong Kong, China  
NI 64-175-246-719  
Air India Airlines  
I 105-37223-3  
Hong Kong Airport  
NR  
Hong Kong, China  
NR  
Indonesia Depart.  
NR

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/20/04 BY 60302/UCB/STW

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Nelson  
☐ Service Unit - Room 6524  
☐ Forward to File Review  
☒ Return to ☐ Ext. \_\_\_\_\_  
Supervisor  
Room 1513

b7C

☐ All References  
☐ Subversive References  
☒ Main 48462 References Only  
☐ Restrict to Locality of \_\_\_\_\_  
☐ Breakdown ☐ Buildup ☐ Variations  
☐ Exact Name Only  
☐ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

SUBJECT Medican Aviation Company  
Address DC-3 Accident Sept. 24, 1952  
En Route Mexico City - Oaxaca, Mexico  
Localities \_\_\_\_\_  
Birthdate & Place \_\_\_\_\_

R# \_\_\_\_\_ Date 11-17 Searcher Initial 96W  
FILE NUMBER SERIAL

NI

7W

American Airlines Company

100-24075

Approved 15 see cards

Airport

7W

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60320/clb/stm

~~ALL INFORMATION CONTAINED~~  
~~HEREIN IS UNCLASSIFIED~~  
~~DATE 2/20/04 BY 60322/clc/mt/bz~~

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Nelson  
☐ Service Unit - Room 6524  
☐ Forward to File Review  
☒ Return to ☐ Ext.         
                    Supervisor  
                    Room 1513

b7C

☐ All References  
☐ Subversive References  
☒ Main 98462 References Only  
☐ Restrict to Locality of         
☐ Breakdown ☐ Buildup ☐ Variations  
☐ Exact Name Only  
☐ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

SUBJECT United Air Lines  
Address DC-3 accident April 17, 1950  
Los Angeles, Calif.

Localities         
Birthdate & Place       

R#        Date 11-17 Searcher Initial dm  
FILE NUMBER SERIAL

	<u>Air Lines</u>
	<u>NR</u>
	<u>Airports</u>
	<u>NR</u>
	<u>Los Angeles, California</u>
	<u>NR</u>
	<u>United Airlines</u>
	<u>NR</u>

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60322 mcl/bcd/m

4-22 (6-15-55)  
Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Nelson  
☐ Service Unit - Room 6524  
☐ Forward to File Review  
☒ Return to  Ext.   
Supervisor  
Room 1513

☐ All References

☐ Subversive References

☒ Main 98+62 References Only

☐ Restrict to Locality of \_\_\_\_\_

☐ Breakdown ☐ Buildup ☐ Variations

☐ Exact Name Only

☐ Exact Spelling

☐ Check for Alphabetical Loyalty Form

SUBJECT American Airlines Incident  
Address Jan. 19, 1951, Love Field,  
Dallas, Texas

## Localities

### Birthdate & Place

R# \_\_\_\_\_ Date 11-17 Searcher \_\_\_\_\_  
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Date 11-17

**Searcher**

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airline

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Donc il est bien prouvé

12

Malles, Texas

MR

1911  
Loren Field

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ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60390 mcl



4-22 (6-15-55)  
Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

b7C

60210 ANG/BCE/427/A

4-22 (6-15-55)  
Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

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**SUBJECT**  
**Address**

-b7C

R# \_\_\_\_\_ Date 11-17 Searcher Initial MCW  
FILE NUMBER SERIAL

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 3/20/04 BY 60300ncl/bc/ethr/12a

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Nelson  
☐ Service Unit - Room 6524  
☐ Forward to File Review  
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Supervisor  
Room 1513

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☐ All References  
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☒ Main 98565 References Only  
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☐ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

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**SUBJECT**  
**Address**

## Localities

## Birthdate & Place

R# \_\_\_\_\_ Date 11-17 Searcher Initial 720  
FILE NUMBER SERIAL

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NI	100-193386-28

**ALL INFORMATION CONTAINED**

HEREIN, IS UNCLASSIFIED

DATE 2/20/04 BY 60296 auc/blc/mxt/id

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Nelson  
☐ Service Unit - Room 6524  
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☐ All References

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☐ Exact Spelling

☐ Check for Alphabetical Loyalty Form

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**SUBJECT**

**Address** \_\_\_\_\_

Localities \_\_\_\_\_  
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~~ALL INFORMATION CONTAINED~~

**REF ID: A66907**

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DATE 2/20/04 BY 61296me/BCE/mrt/ua

4-22 (6-15-55)  
Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

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ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60904uc/MLT/MLT/14

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

Nov 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Helson  
☐ Service Unit - Room 6524  
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Room 1513

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☐ All References  
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ALL INFORMATION CONTAINED

HEREIN IS UNCLASSIFIED

DATE 2/20/04 BY 60290 AUC/BA/TM/TH

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4-22 (6-15-55)  
Federal Bureau of Investigation  
Records Section

Nov. 11, 1955

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Localities \_\_\_\_\_  
Birthdate & Place \_\_\_\_\_

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ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60320 AND 60321



4-22 (6-15-55).

Federal Bureau of Investigation  
Records Section

Nov. 17, 1955

☐ Name Check Unit - Room 6523  
☒ Attention Nelson  
☐ Service Unit - Room 6524  
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☐ All References  
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☐ Check for Alphabetical Loyalty Form

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**SUBJECT**  
**Address**

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### Birthdate & Place

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Date 11-17

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~~ALL INFORMATION CONTAINED~~  
~~HEREIN IS UNCLASSIFIED~~

DATE 2/20/04 BY 6290mc/vsc/mc/k

4-22 (6-15-55)

Federal Bureau of Investigation  
Records Section

Nov 17, 1955

☐ Name Check Unit - Room 6523  
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☐ All References  
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☐ Restrict to Locality of \_\_\_\_\_  
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☐ Exact Name Only  
☐ Exact Spelling  
☐ Check for Alphabetical Loyalty Form

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**SUBJECT**  
**Address**

## Localities

### Birthdate & Place

**R#**

**Date** 11-17

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Initial

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**FILE NUMBER**

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ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/26/04 BY 62884 dls

Director, FBI

11/16/55

SAC, Chicago

JOHN GILBERT GRAHAM  
SABOTAGE

Attached hereto is editorial appearing in Chicago Daily News, issue 11/15/55. The Managing Editor is EVERETT NORLANDER. Bureau may desire to send letter of appreciation for the attached editorial.

Attn. (1)  
JLS/asj  
(3)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/26/07 BY 60322 BCL/mr/ka

1 ENCL. filed  
with original

198-43035-  
NOT RECORDED  
188 DEC 2 1955

INITIALS ON ORIGINAL

ORIGINAL FILED IN 100-8-191-328

DEC 6 1955

Office Memorandum • UNITED STATES GOVERNMENT

TO : Director, FBI

DATE: 11/17/55

FROM : SAC, Miami (80-359)

ATTENTION: CRIME RECORDS

SUBJECT: Favorable Editorials

Miami Herald

Miami, Florida

November 16, 1955

Enclosed are two editorials favorable to the Bureau which appeared in the "Miami Herald" on November 16, 1955. Mr. GEORGE BEEBE is the Managing Editor. These editorials relate to the recent United Air Lines plane crash in Colorado and the kidnap-slaying case of Mrs. WILMA ALLEN of Kansas City last August.

It is suggested the Bureau may desire to direct a letter to Mr. BEEBE.

Encl. 2

CEW:JHK

(3)

NOT RECORDED  
188 DEC 1 1955

NOV 21 1955

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NOV 21 1955

2 BEEBE  
④ CEW:JHK  
RECORDED

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at to Beebe  
11-23-55  
HEH

FBI

Date: November 18, 1955

Transmit the following message via AIRTEL

AIRMAIL

(Priority or Method of Mailing)

From: SAC, Dallas (80-83)

To: DIRECTOR, FBI

FORT WORTH STAR-TELEGRAM  
FT. WORTH, TEXAS

*CRUALSAB*

Attached hereto is an editorial which appeared in the "Fort Worth Star-Telegram" Thursday, November 17, 1955, which is highly complimentary of the Bureau's investigative activity in the CRUALSAB and ALLEN matters.

Recommend letter of acknowledgement be directed to Mr. JAMES M. NORTH, JR., Vice President and Editor, relative thereto.

1 Encl.

MURPHY

WAM:bjb  
(4)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/00 BY 60292/uc/BA/STH/STH

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NOT RECORDED  
18 DEC 1 1955

1 ENCL

*Letter to Allen  
11-23-55  
LH*

NOV 13 10 23 AM '55

*11-23-55*

RECEIVED  
FBI

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

ORIGINAL FILED IN

November 18, 1955

Mr. Jack Carley  
Associate Editor  
The Commercial Appeal  
Memphis, Tennessee

Dear Jack:

Your editorial entitled "A Diabolical Crime" from the November 15 edition of your paper is another example of the fine insight you have into the disgraceful threat presented by current crime conditions.

What goes on in the distorted thinking of such a creature is beyond comprehension. Thank God it appears that his monstrous crime will not go unpunished.

Many thanks for your expressions of support, and I do want you to know how much I appreciate them.

With warm regards,

Sincerely,

NOT RECORDED  
188 DEC 1, 1955

ORIGINAL FILED IN

MAILED 5  
NOV 18 1955  
COMM-FBI

1 ENCL.

CC - Memphis

Tolson  
Boardman  
Nichols  
Belmont  
Harbo  
Mohr  
Parsons  
Rosen  
Tamm  
Sizoo  
Winterrowd  
Tele. Room  
Holloman  
Gandy

HEH:jh:mmh  
(HWG:tlc)

NOV 20 1955

cc. - Mr. Boardman  
Mr. Belmont  
Mr. Baumgardner  
Mr. W. P. Jones

b7C

2cc. - Mr. Doyle

THE ATTORNEY GENERAL

November 18, 1955

Director, FBI

JOHN GILBERT GRAMAM  
CRASH OF THE UNITED AIRLINES DC-68  
FLIGHT 629  
LONGMONT, COLORADO  
NOVEMBER 1, 1955  
SABOTAGE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290AUC/BCE/ALT/VAZ

Reference is made to my memoranda of  
November 14 and 16, 1955, concerning the above matter.

The Civil Aeronautics Administration has furnished  
us information concerning incidents similar to that  
involved in the crash of the United Airlines DC-68,  
Flight 629, at Longmont, Colorado, on November 1, 1955.  
This data follows along with any pertinent material  
located concerning the air crash in Bureau files.

United Airlines Plane No. NE 11104, Accident  
October 10, 1933, Chesterton, Indiana

This aircraft was a Boeing 247 plane travelling  
from Newark, New Jersey, to Chicago, Illinois. It had  
departed Newark at 4:30 p.m., October 10, 1933, arrived  
at Cleveland, Ohio, on time and the last report was received  
from this plane at 8:39 p.m., Central Standard Time, over  
North Liberty, Indiana. The crash occurred in the vicinity  
of Chesterton, Indiana, around 8:55 p.m. Seven persons,  
four passengers and three crew members, were killed out-  
right in what witnesses described as a mid-air explosion.  
Upon crashing the forward section of this plane, containing  
five of the bodies of the victims, caught fire. Testimony  
of witnesses and conclusions of airlines officials  
indicated that some explosive material was placed in this  
aircraft which was responsible for the crash. Pursuant  
to Department request of October 12, 1933, exhaustive  
investigation of this crash was instituted by the then  
Division of Investigation, Department of Justice. Extensive  
investigation of this case continued until September 20,  
1935, at which time the Department of Justice was advised  
that all undeveloped leads in this case had been exhausted  
and the investigation had not developed any facts which  
would justify presenting this matter to a United States  
Attorney for consideration as to prosecution since the  
person or persons responsible for the alleged explosion  
had not been identified.

NOTE ON YELLOW PAGE 5.  
WFD:ojk (16)

See memo from Belmont to Boardman, re  
same, dated 11-18-55, WFD:git.

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
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Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_



Memorandum for The Attorney General

Philippine Airlines DC-3, Accident  
May 7, 1949, En Route East-Manila, P. I.

Dact

On May 7, 1949, Philippine Airlines DC-3, en route from Davao to Manila, exploded in flight and killed 13 persons. The bomb was placed on board the aircraft prior to departure at Davao. It was reported that the bomb was placed on the aircraft by two men who were hired by a woman and male companion in an attempt to kill the woman's husband who was aboard the aircraft. Three persons have been convicted and were sentenced to die in the electric chair for placing this bomb on the aircraft. Their convictions have been appealed and are still pending in the Philippines Supreme Court. FBI files contain no additional information concerning this incident.

Canadian Pacific Airlines DC-3, Accident  
September 9, 1949, Quebec, Quebec

On September 9, 1949, 23 passengers were killed on the Canadian Pacific Airlines DC-3 aircraft when a bomb exploded in the aircraft during flight. This accident occurred approximately 80 miles northeast of Quebec. The bomb was placed on board the aircraft by Mrs. Arthur Pitre, who delivered an express package to the air carrier at Quebec. Eye witnesses to the accident stated that the DC-3 exploded in flight before it crashed and burned. Three persons were hanged for the crime. They were J. Albert Guay whose aim was to murder his wife who was a passenger on board the aircraft; Generoux Anest who manufactured the bomb and as stated before, Mrs. Arthur Pitre, Anest's sister, who delivered the bomb as an express package to the air carrier for placing the bomb on the aircraft. The motive for placing the bomb on the aircraft was to collect insurance on Mrs. Guay. No additional pertinent data is contained in FBI files.

Memorandum for The Attorney General

United Airlines DC-3, Accident  
April 12, 1951, Los Angeles, California

John Henry Grant, 32, an air research laboratory technician, made a home-made bomb which was installed in his wife's suitcase. His wife and two children were aboard the aircraft as were all other passengers when the plane was being loaded. While loading, the passenger agent dropped the suitcase into the rear cargo compartment and the bomb exploded. Carbon dioxide was discharged into the compartment and the bag was pulled out and thrown on the ground at which time, Grant picked up the suitcase and ran. He was caught and held by United Airlines personnel. The bomb consisted of a tire inner tube filled with five gallons of gasoline, a clock wired to a battery and book matches set to go off at 2:30 p.m. The incident occurred at 1:50 p.m. There was no damage to the aircraft and the only injury was a singed eyebrow by the passenger agent. Grant had formerly been the maintenance field engineer for American Airlines and had assisted the Civil Aeronautics Board in the investigation of another aircraft accident. The purpose of the attempted murder was to collect \$25,000 worth of airport insurance plus \$15,000 of other insurance. Grant was subsequently sentenced to 20 years for attempted murder. No additional pertinent data is contained in FBI files and this incident was not the subject of FBI investigation.

American Airlines Incident  
January 19, 1951, Love Field, Dallas, Texas

On January 19, 1951, the City of Dallas Police Department received an anonymous tip-off that a James Robert Todd, a well-known Dallas hoodlum, intended boarding American Airlines flight for the purpose of transporting explosives. The information given to the Dallas police was in effect that these explosives were to be used for a gang killing of an individual located somewhere on the east coast since Mr. Todd was en route to New York. The police apprehended Mr. Todd on board the American Airlines DC-6 aircraft as it departed from the Love Field ramp. Upon searching Mr. Todd, it was found that he had three sticks of nitro-gel explosives on his person while three dynamite blasting caps were found in his suitcase. Mr. Todd was brought to trial before a jury in May, 1951, in the United States District Court, Dallas, Texas. He was found guilty under Section 622H1 of the Civil Aeronautics

**Memorandum for The Attorney General**

Act of 1938, as amended, and in turn was sentenced to one year in Federal prison and a fine of \$1,000. At the time of sentencing Mr. Todd, the court expressed the opinion that the penalty was inadequate for the crime committed, but noted that it was the maximum permissible under existing laws. No additional pertinent data was located in FBI files and this incident was not the subject of FBI investigation.

**Mexican Aviation Company DC-3, Accident  
September 24, 1952. En Route Mexico City-Oaxaca, Mexico**

On September 24, 1952, a bomb exploded in the luggage compartment of a Mexican Aviation Company Douglas DC-3 aircraft en route Mexico City to Oaxaca, Mexico. The crew were able to maintain control of the aircraft and made an emergency landing with only a few of the passengers sustaining injury from the bombing. Paez Sierra and Arellano Schtelige were apprehended and convicted for planting the bomb on board this aircraft. It was their intent to kill seven passengers whose lives they had insured for the amount of \$208,000. They were convicted and sentenced to 30 years' imprisonment. No additional pertinent information was located in FBI files.

**Bombing Incident - Air Carrier Unknown  
May 9, 1953. Mazatlan, Mexico**

A bomb exploded on May 9, 1953, when baggage was being unloaded from a plane at Mazatlan, Mexico. As a result of this explosion, three airport attendants were killed. Jose Alfredo Del Valle confessed that he had placed a bomb in his baggage for the purpose of killing himself so that his relatives could collect the insurance money. The bag in which Del Valle had concealed the bomb missed the plane on which he travelled and, therefore, exploded on the airport instead of in flight as Del Valle had planned. Del Valle was sentenced to 30 years for his crime. No additional pertinent information is contained in FBI files.

## Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. A. H. Belmont *AB*

DATE: November 20, 1955

FROM [REDACTED] *W*

b7C

SUBJECT: JOHN GILBERT GRAHAM  
SABOTAGEALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290AC/BCE/MLT/VA

Tolson	_____
Boardman	_____
Nichols	_____
Belmont	_____
Harbo	_____
Mohr	_____
Parson	_____
Rosen	_____
Tamm	_____
Sizoo	_____
Winterrowd	_____
Tele. Room	_____
Holloman	_____
Gandy	_____

*Sp*

SAC Burke, Denver, called approximately 10:12 p.m. (EST) 11/19/55 and advised as follows: Mr. Willard Hazelbush, City Desk of the "Denver Post" had informed him the "Denver Post" had been making inquiries to determine where subject obtained the dynamite in captioned case. Mr. Hazelbush advised the paper had learned that [REDACTED] Brown Mercantile Company, Kremmling, Colorado, sold 20 sticks of dynamite and 2 electrical caps about 10/29/55 to a person believed to be subject.

b7C

SAC Burke advised he contacted [REDACTED] telephonically re this matter and [REDACTED] advised him he thought he had personally made the sale about 3 weeks ago. Burke stated they were looking into this matter and would advise the Bureau results of inquiries.

b7C

I advised you of the above at 10:25 p.m. 11/19/55 and pursuant to your instructions I called Assistant to the Director Nichols and informed him of the above. I then called SAC Burke 10:45 p.m. and pursuant to your instructions advised him to settle this matter at once and not wait until Monday to handle it. Pursuant to Mr. Nichols' instructions, I also advised Burke to confirm what he ran out in this matter to the "Denver Post" as they had given him the break in this instance.

ACTION:

It is recommended this memo be routed to [REDACTED] who is handling captioned case, for his information.

b7C

cc - Mr. Nichols  
Mr. Belmont  
Mr. Baumgardner  
[REDACTED]  
Mr. Mossburg

b7C

RECORDED

EX-126

EHM:dae

(6)

NOV 30 1955



b7C

EHM  
jargh

FEDERAL BUREAU OF INVESTIGATION

UNITED STATES DEPARTMENT OF JUSTICE  
LIAISON OFFICE OTTAWA CANADA

Mr. Tolson  
Mr. Boardman  
Mr. Nichols  
Mr. Belmont  
Mr. Harbo  
Mr. Mohr  
Mr. Parsons  
Mr. Rosen  
Mr. Tamm  
Mr. Sizoo  
Mr. Winterrowd  
Tele. Room  
Mr. Holloman  
Miss Gandy

AIRTEL

Transmit the following ~~teletype~~ message to:

AIR MAIL  
SPECIAL DELIVERY

11-17-55

DIRECTOR FBI  
WASHINGTON D C

CRASH UNITED AIRLINES DC-6, FLIGHT 629, LONGMONT, COLORADO,  
NOVEMBER 1ST, 1955, SABOTAGE. REBUTEL 11-9-55 REQUESTING THE  
RCMP BE ASKED TO MAKE IMMEDIATE INVESTIGATION INTO BACKGROUND  
AND ACTIVITIES

b7C

THIS MATTER IMMEDIATELY REFERRED TO RCMP WITH A  
REQUEST FOR URGENT ATTENTION. RCMP HEADQUARTERS OTTAWA HAVE  
NOW RECEIVED FOLLOWING TELETYPE FROM THEIR ST. JOHN'S, NFLD,  
DIVISION. "RESULTS ARE NEGATIVE ON ALL AVENUES OF ENQUIRY FOR  
POSSIBILITIES OF HOMICIDE ON PART OF MRS ALMA WINDSOR OR RELATIVES  
STOP REPORT BEING AIRMAILED NOV 17". RCMP REPORT WILL BE  
FORWARDED AS SOON AS RECEIVED.

b7C

BETHEL

Mr. Belmont

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 auc/ACE/HLT/vfr

RECORDED - 6

98-43035-151

NOV 21 1955

GHB:eh

NOV 28 1955

Approved:

Special Agent in Charge

Sent

M

Per



November 22, 1955

SAC, Denver

Director, FBI

JOHN GILBERT GRAHAM  
UNITED AIR LINES CRASH, 11/1/55  
SABOTAGE

I desire that the Denver Office prepare in detail the investigative steps that were taken which led to the solution of the ill-fated United Air Lines crash on November 1, 1955. I have in mind that such an excellent job was done from an investigative standpoint that while the incidents are fresh in mind they should be recorded.

The memorandum should be along the lines of your conversation with Mr. L. B. Nichols at the Seat of Government on the evening of November 14, 1955. In addition, we should compile a complete biographical sketch of Graham since it is believed that it would represent material that could be utilized to very good advantage in discussions on juvenile delinquency and related matters. It is believed no additional investigation would be necessary for compiling such data as it should be available in the files of the Denver Office or it would be information which Agents of the Denver Office have secured but which would not ordinarily be made a matter of record in investigative reports.

cc - Mr. Boardman  
Mr. Rosen  
Mr. Jones

LBN:fc  
(7)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/84 BY 10220 auc/BCE/hct/rtr

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16 NOV 23 1955

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Tolson \_\_\_\_\_  
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Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
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Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
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Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

63 NOV 28 1955

MAILED 8  
NOV 22 1955  
COMM-FBI

NOV 22 1955

TO: Mr. Nichols

DATE: November 17, 1955

FROM: M. A. Jones

b7C

SUBJECT: [REDACTED]

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 And/bcc/mct/la

Cruel/sab

The above-mentioned individual, who is the local representative of the American Weekly and who has done several FBI stories in the past, came by the office yesterday afternoon and indicated that the American Weekly wanted to do a story on the recent United Airlines plane crash in which 44 persons lost their lives. She indicated that one phase of the story would feature the types of people on the plane and how fate had overtaken them in the crash. She wanted information concerning the details of the trips being taken by a half dozen or so individuals on the plane. She also wanted further details on how the FBI solved the case, et cetera. She indicated that the story would, of course, give credit to the FBI. [REDACTED] further stated that the American Weekly was very excited about the story and contemplated sending [REDACTED] the well-known detective story writer, to Denver in the immediate future to work on the story. [REDACTED] will be accompanied by a man named Gene Lowell, a former Denver newspaperman. [REDACTED] is presently in California.

b7C

I explained to [REDACTED] that this was, of course, a pending case and, in line with our long-standing policy, there were definite limitations on just what cooperation we could furnish at this time. After checking and finding out that we had only limited information as to the trips being taken by those who lost their lives in the crash, I pointed out to [REDACTED] that, after all, the best source for such information would be the airline itself and that the case had been solved before our investigation became too widespread so that we just didn't have the type of information available which she wanted. I explained to her further that the Department of Justice had given out a statement on the solution of the case and that a copy would be made available to her. Other than that, I told her that there was nothing else we could say just at this time. She inquired whether we could go further after the trial; and I indicated that she, of course, should feel free to contact us again.

b7C

[REDACTED] wanted to know whom [REDACTED] should contact in the Denver Office. I explained to her that the same

Enclosure

MAJ:rm  
(2)

NOV 28 1955

(See recommendation on next page.)

1 98-43035-✓  
NOT RECORDED  
188 NOV 23 1955

b7C

ORIGINAL FILED IN 94-3-4-215



TO: Mr. Tolson

DATE: 11/17/55

FROM: L. B. Nichols

SUBJECT: REQUEST OF LIFE MAGAZINE FOR  
PICTURES OF DENVER AGENTS*Crucial*

Oliver Allen, Washington Office, Life Magazine, called my office, 11/17/55, and in my absence spoke to DeLoach. He stated Life Magazine was featuring in next week's issue the solving of the United Airlines crash in Denver by the FBI. Allen stated Life wants to feature in this article the pictures of the agents who worked on the case. He asked if we could help them in this regard.

Mr. Allen was advised that the solving of this case represented the joint efforts of a large number of agents and a number of FBI offices, consequently, it would be impossible to single out individual agents who should receive credit in this matter. He stated he understood and that very frankly his story would indicate that the case was solved through the brilliant work and joint efforts of numbers of FBI agents.

ACTION:

For record purposes.

cc - Mr. Jones

CDD:fc  
(3)

1 98-43035-4  
NOT RECORDED  
167 NOV 23 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/26/04 BY 60290 nnc/BCE/mrt/lan

ORIGINAL FILED IN 94-3-4-24

124  
NOV 23 1955

36  
Editorial  
Author

November 18, 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60320 JCE/MLT/MZ

Mr. J. F. Fitzpatrick  
President and Publisher  
Salt Lake Tribune  
Salt Lake City, Utah

Circulars

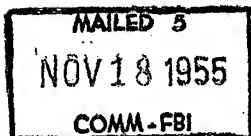
Dear Mr. Fitzpatrick:

Thank you for the generous remarks in the editorial entitled "Relentless Inquiry" which appeared in the November 11, 1955, edition of your paper. Your support is indeed welcome.

The FBI was happy to have been of assistance in determining the cause of the crash of the United Air Lines plane. You made a timely warning that this type of crime presents a temptation to ruthless individuals. All law enforcement agencies must be alert to prevent the reoccurrence of such heinous offenses.

Sincerely yours,

J. Edgar Hoover



cc - Salt Lake City

NOTE: Editorial ticklers reflect cordial relations with this paper.

RECORDED-112  
INDEXED-112

98-43853-1

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

HEH:erw

71 NOV 28 1955

NOV 23 1955

N&H

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Nichols	_____
Mr. Belmont	_____
Mr. Harbo	_____
Mr. Mohr	_____
Mr. Parsons	_____
Mr. Rosen	_____
Mr. Tamm	_____
Mr. Sizoo	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60250ANC/322/11/11/AM

36  
@elb

## Relentless Inquiry

Announcement that an explosion of "something foreign" in the rear luggage hold caused the crash of a Seattle-bound plane near Denver November 1 confirms suspicion in many minds that this mysterious accident was not the result of mechanical or personnel failure. The fact that the almost intact tail was found some two miles from where the main part of the plane crashed, killing all 44 aboard, indicated some such sudden explosion in midair had occurred.

This is not, of course, the first time bombs have been planted to wreck airplanes, or do other kind of murderous sabotage, with demented or vengeful individuals or reckless groups responsible. This kind of sneak attack presents a constant temptation to certain kinds of ruthless people. It is extremely difficult to guard against, but one way to curb such activity is relentless inquiry to uncover the culprits in specific case, with exaction of extreme penalties.

We are glad the Federal Bureau of Investigation has been brought into the case. No agency could do a better job of tracking down those responsible for this dastardly act. We hope the FBI has the fullest co-operation of all agencies of government, and of all concerned with airline operations in this area, so that not only the ill-fated victims of this crash will be avenged, but that there will be strong deterrent to repetition of such an evil deed.

THE SALT LAKE TRIBUNE  
NOV. 11, 1955  
SALT LAKE CITY, UTAH

EDITORIAL  
EXECUTIVE EDITOR:  
ARTHUR C. DECK

(6)

Letter to  
Sgt. Patrick (one)  
11-18-55  
HEH

(4) HEH

WILLIAMSON

RECORDED-112  
INDEXED-112

November 21, 1955



b7C

Dear 

Your letter dated November 14, 1955, has been received, and I appreciate your generous comments. It was thoughtful of you to make your observations known to me.

Sincerely yours,

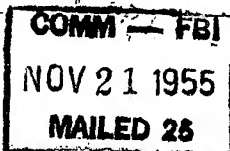
John Edgar Hoover  
Director

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 1/20/04 BY 60390 PRC/ACE/HUT/UA

*AW*  
Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Trotter \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holmes \_\_\_\_\_  
Gandy \_\_\_\_\_

*AM*  
NOTE: Bufiles reflect a letter dated 11/5/51, from correspondent and indicate we replied by letter dated 11/19/51, advising him of a referral to the Bureau of Narcotics.

JRH:rw  
(3)



71 NOV 28 1955  
*K*

DENVER 3, COLO

WASHINGTON D.C.

DEAR MR HOOLVER,

AT LONGMONT COLO. RECORDED-112

RING OF OCT. 13, 1951

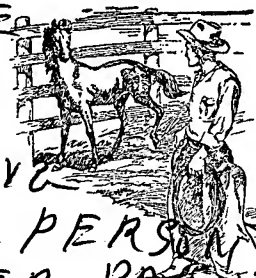


②  
I WAS VERY FORTUNE  
TO FIND HER AND GET HER  
BACK FOR SHORT TIME,

I STARTED FLYING IN  
1925 AND WAS FLYING CADET  
IN THE U.S. ARMY MY <sup>NUMBER</sup> #1A2  
#6219468.

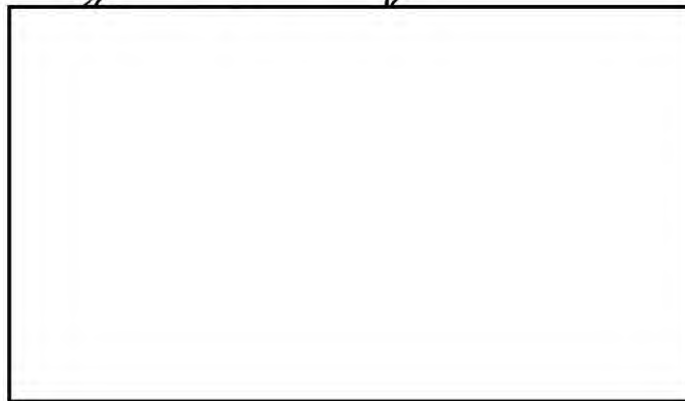
I QUIT THE FLYING GAME  
IN 1938. WHEN THE LITTLE  
LADY I MARRIED WOULDN'T  
LET ME FLY ANY MORE,

I WOULD LIKE <sup>TO</sup> SUGGEST  
TO AVOID ACCIDENT THAT  
HAPPENED IN LONGMONT  
COLO. THAT LAW BE MADE  
THAT ANY BAGGAGE  
OVER WEIGHT BE  
EXAMINED BEFORE  
LOADING AND THE PERSON  
SENDING BE FINGER PRINTED



BEFORE IT IS PUT ON  
PLANE, THEN THIS WOULD  
CUT OUT THIS FOOLISHNESS  
OF MONEY HUNGRY PEOPLE  
TRYING TO COLLECT INSUR-  
ANCE AT THE EXPENSE  
OF OTHER PEOPLES LIVES

Yours Truly



b7C



ALL INFORMATION CONTAINED  
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DATE 2/20/04 BY 60292 mcl/pc/mcl/mcl

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43035 - 1

22 1955



November 21, 1955

RECORDED-112  
INDEXED-112



b7C

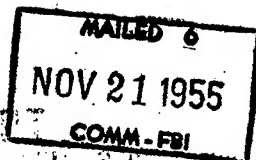
Dear 

I have received your card dated  
November 14, 1955, and want to thank you for  
your thoughtfulness in writing me.

Sincerely yours,

John Edgar Hoover  
Director

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 auc/bce/mrd/ltz



Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

JRH:efw  
(3)  
65 NOV 28 1955

WV

MG

cmg

° crualsab

not a "postcard"

Laz 6 Balis. 11-14 10.55

b7C

Dear Mr. Hoover, Chief I.T.B.

I heard on radio of Fulton Lewis Jr.  
4 PM PST that only 5 days elapsed  
between that awful explosion of an  
airliner near Denver. I know you  
are doing a good job but don't work  
too hard yourself. & hate to say it but you are  
"Raising the gear too" in 75% now - sincerely.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60390 and 6061/mut/122

RECORDED-112

98-43035-155

27 NOV 22 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 auc/ace/mv/lor

November 18, 1955

Mr. William R. Hearst, Jr.  
Editor in Chief  
Hearst Newspapers  
959 Eighth Avenue  
New York 19, New York

circalsab

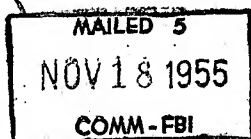
Dear Bill:

The fine things you had to say about this  
Bureau in your November 16 editorial "Another FBI Feat"  
mean a lot to me. This case was solved as a result of  
a lot of old-fashioned investigative effort and hard work.  
The men who handled it did a fine job, and I am, of course,  
very proud of them.

With every best wish,

Sincerely,

J. Edgar Hoover



RECEIVED READING ROOM  
NOV 18 12 24 PM '55  
FBI

cc - New York

RECORDED-112  
INDEXED-112

98-43035

NOV 23 1955

HPL:vjs:kka

(6)

RMB  
Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_

1 NOV 28 1955

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60290 MC/ACE/MLT/LAZ

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_

## Another FBI Feat

**O**NCE AGAIN, the Federal Bureau of Investigation has proved its high efficiency in the fields of crime detection and law enforcement.

On Nov. 1 an airplane was destroyed by an explosion while in flight across Colorado. With slender evidence of sabotage, the airline and Civil Aeronautics Bureau called in the FBI. Within a few days, an arrest had been made—the arrest of a young man whose mother was a passenger on the plane. The son had insured her life for a large sum and had planted a bomb in the baggage compartment. Forty-three other passengers went to their deaths with the doomed parent.

Having captured their suspect, the FBI reported that its work had been sealed by a confession.

The exploit recalls such other FBI episodes as the captures of enemy espionage rings in World War II and the termination of the wave of kidnappings that followed the end of the Prohibition rackets.

Wash. Post and \_\_\_\_\_  
Times Herald \_\_\_\_\_  
Wash. News \_\_\_\_\_  
Wash. Star \_\_\_\_\_  
N. Y. Herald \_\_\_\_\_  
Tribune \_\_\_\_\_  
N. Y. Mirror \_\_\_\_\_  
Daily Worker \_\_\_\_\_  
The Worker \_\_\_\_\_  
New Leader \_\_\_\_\_  
N. J. Journal \_\_\_\_\_  
Date NOV 16 1955

ENCLOSURE

Harst on Bu ml  
11-17-55  
mg

Let's Hear it for  
11-18-55  
H. H. L.

(4)

F B I

Date: 11/20/55

Transmit the following message via AIRTELAIR MAIL

(Priority or Method of Mailing)

From SAC, DENVER (98-331)

To: DIRECTOR, FBI (98-43035)

CRUALSAB

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED

DATE 2/29/04 BY 60290 AUC/BLE/MLT/LTR

Re telephone call from Inspector JOSEPH SIZOO  
to SAC BURKE November 18, 1955.

Mr. SIZOO instructed that a summary Airtel be furnished the Bureau this week end for review pending receipt of the report due in Washington on November 22, 1955. There are enclosed herewith five copies of the interview notes prepared by interviewing Agents on the interview with JOHN GILBERT GRAHAM, five copies of his signed confession, as well as five copies of the interview logs prepared in connection therewith. These are being submitted for review prior to the receipt of the finished report, which at this time, it is expected, will reach the Bureau by November 22, 1955.

At about 7:03 P. M., November 1, 1955, a Douglas DC-6B Airplane, Manufacturer's Serial #43538, CAA Identification #N-37559, owned and operated by the United Air Lines (UAL), operating on scheduled flight 629 from Denver, Colorado, to Portland, Oregon, with stops at Chicago, Illinois, and Denver, Colorado, exploded in flight approximately eight miles east of Longmont, Colorado, and thirty-two miles north of Denver, Colorado.

Immediately upon notification of the accident, the Denver FBI Office established liaison with UAL and the Civil Aeronautics Board (CAB) officials. Preliminary investigation by these organizations reflected that the

RKM/jj  
(7)

Enclosures - 15 ENCL.,

Mr. Belmont

b7C

MR. BELMONT  
AND  
DOM. INTELL. DIVISIONRECORDED-112  
INDEXED-112

23 NOV 22 1955

66 NOV 28 1955

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

Mr. Tolson	_____
Mr. Boardman	_____
Mr. Belmont	_____
Mr. Mohr	_____
Mr. Winterrowd	_____
Tele. Room	_____
Mr. Holloman	_____
Miss Gandy	_____

F B I

Date:

Transmit the following message via \_\_\_\_\_

(Priority or Method of Mailing)

From SAC,

To:

PAGE TWO

explosion occurred at an estimated altitude of 10,800 feet and approximately 5,000 feet above the ground. Main portion of wreckage scattered over two-mile area. Morgue established in Armory at Greeley, Colorado, where bodies of 39 passengers and five crew members, killed in crash of airplane, were taken for identification. Bodies identified through fingerprints, physical characteristics and other means.

JAMES N. PEYTON, Chief, Investigative Section, CAB, Washington, D. C., and RAYMOND P. PARSHALL, Agent in Charge, CAB investigations, Kansas City, Missouri, on November 7, 1955, requested FBI enter case as they had concluded crash caused by explosion in cargo section of this plane known as Pit #4. CAB, UAL and Douglas Company personnel supervised search for and removal of airplane wreckage and debris. Area in which crash occurred divided into grids by a group of surveyors. Parts of wreckage and cargo located within those grids appropriately marked, removed to warehouse in Denver and assembled in a smaller area in the same manner in which they were found at the scene. Certain items giving evidence of explosive residue were removed by FBI Laboratory expert for examination at Washington, D. C.

Damaged area of fuselage reconstructed into "mock-up" in warehouse. From "mock-up" CAB, UAL and Douglas personnel determined that explosion occurred in Pit #4 near cargo loading door. All cargo in this pit placed on plane in Denver although some transferred from other planes.

On November 4, 1955, a stenographer of the Denver Office reported to ASAC the fact that she heard from a relative that JACK GILBERT GRAHAM, son of DAISIE E. KING, only Denver resident of numerous passengers boarding at Denver, had stated he placed a Christmas present in his mother's bag to be opened upon her arrival in Anchorage, Alaska, without her knowledge.

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

F B I

Date: \_\_\_\_\_

Transmit the following message via \_\_\_\_\_

(Priority or Method of Mailing)

From SAC,

To:

PAGE THREE

On November 8, 1955, upon entry of FBI into investigation at request of CAB, immediate background of GRAHAM initiated which produced many questionable items, including fact he had identification record. He was also suspected of having caused explosion in Crown "A" Drive-Inn, a business owned by GRAHAM and his mother, as well as suspected of having left his 1955 automobile on the railroad tracks to be destroyed by a train. Alleged motive - insurance.

Preliminary interviews with GRAHAM, his [redacted] and his [redacted] as relatives of deceased passenger, DAISIE E. KING, produced certain discrepancies. It was deemed advisable on Sunday, November 13, 1955, to reinterview GRAHAM and if discrepancies unexplained to convert interview to that of one with investigator and suspect. This interview converted at 6:40 P. M. Subject was advised of rights and interview logs initiated.

b7C

At outset of interview waivers of search for residence, automobiles, place of business and farm obtained, as well as waiver for polygraph examination if necessary. Searches immediately initiated and certain questionable items located, including insurance policy, ammunition and wire.

Subject confessed at approximately 12:15 A. M., November 14, 1955. Statement prepared and consummated immediately thereafter, followed by doctor's examination and interrogation, wherein subject advised he was not mistreated physically, mentally or otherwise and the doctor pronounced him in good health. A signed statement obtained evidencing his desire to remain in custody of FBI until taken to the U. S. Commissioner's hearing at 9:30 A. M. that morning, following United States Attorney's authorization to hold, pending filing of federal charges alleging violation of Section 2115, Title 18, U. S. Code. Those charges filed and subject appeared before U. S. Commissioner at 10:00 A. M., November 14, 1955, and he was held in lieu of \$100,000 bond.

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

F B I

Date:

Transmit the following message via \_\_\_\_\_

---

(Priority or Method of Mailing)

---

From SAC,

To:

PAGE FOUR

Immediate investigation instituted regarding ingredients of home-made bomb placed in subject's mother's bag by subject, consisting of a timer, a battery, wire and 25 sticks of dynamite. Investigation to date has resulted in possible location of source of timer, wire and dynamite. Portions of battery located in debris and identified by Laboratory expert.

Consistent with Bureau instructions and decision reached by United States Attorney and Departmental representatives, subject turned over to state authorities for prosecution on charge of murder. He appeared before committing magistrate on November 17, 1955, and held without bail.

The foregoing is a brief resume of this case, which should suffice until the completed report reaches the Bureau. Every effort will be made for the report to reach the Bureau on November 22, 1955, or at least leave Denver on that date.

Specifically, in reply to the Bureau's inquiry as to allegations of duress made by JACK GILBERT GRAHAM, the attached notes, signed statement and interview logs will speak for themselves. However, he at no time was threatened with the arrest of his wife if he did not confess, nor was he held an undue length of time. The statement was made to GRAHAM upon the completion of the reading to him of a signed statement taken from his wife (wherein she positively stated he had purchased a Christmas present for his mother and had placed it in her luggage and had told her not to tell anybody under any circumstances that he had bought this present or placed it in her luggage) that if she had lied to Agents in the signed statement she could be prosecuted for furnishing false information in violation of Section 1001, Title 18, U. S. Code. GRAHAM was not unreasonably questioned.

In resume, GRAHAM arrived at the office at 12:40 P. M., November 13, 1955, in the company of his wife to identify certain pieces of his mother's luggage. After examination of luggage by GRAHAM and wife, she was excused.

Approved: \_\_\_\_\_ Sent \_\_\_\_\_ M Per \_\_\_\_\_  
Special Agent in Charge



F B I

Date:

Transmit the following message via \_\_\_\_\_

---

(Priority or Method of Mailing)

From SAC,

To:

PAGE FIVE

GRAHAM was interviewed as son of deceased passenger for background information concerning that passenger (his mother) and himself, beginning at 1:20 P. M. This type of interview was completed at approximately 3:40 P. M. and he was invited to have something to eat in company of Agents, if he desired. He voluntarily accompanied Agents and partook of a steak sandwich and a beverage.

GRAHAM returned with Agents to Denver Office at 4:47 P. M. where interview continued in same vein, that is, as relative of deceased passenger. Certain discrepancies noted between his statements and information developed to date requiring clarification. Agents had been dispatched to take statement from wife concerning alleged Christmas present as he denied knowledge of same.

When routine interview reached point where subject definitely developed as suspect, he was advised by ASAC at 6:40 P. M. of his constitutional rights, his permission to use telephone (which remained at his elbow) and his privilege of walking out of the room when he desired. He voluntarily remained after having been advised of these rights to be questioned as a suspect and he was specifically asked if he had caused the crash of the plane and/or the death of his mother, which he initially denied. Interview continued as a normal routine suspect interview, with his being questioned and confronted periodically with the results of our past investigation, and investigation and searches then being conducted.

At 12:07 A. M., November 14, 1955, GRAHAM admitted complicity and began recitation of same, which he completed at 12:24 A. M. A stenographer was summoned and statement dictated, transcribed and signed at 3:21 A. M. He was examined by a physician at 1:42 A. M. Upon completion of admission he specifically replied in negative when asked by physician if he had been physically or mentally mistreated. He was pronounced in good health.

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

F B I

Date:

Transmit the following message via \_\_\_\_\_

\_\_\_\_\_  
(Priority or Method of Mailing)

From SAC,

To:

PAGE SIX

GRAHAM was placed under arrest at 3:42 A. M. by the ASAC, after authority of USA obtained and signed statement executed expressing desire to remain in FBI custody at the office rather than proceed to City Jail.

GRAHAM was transported from FBI Office to U. S. Commissioner's Office, after having slept in interim, at 9:30 A. M.

BURKE

Approved: \_\_\_\_\_ Sent \_\_\_\_\_ M Per \_\_\_\_\_  
Special Agent in Charge

Sebesta

1:42 AM 11/14/55  
examination by [redacted] in SAC's Office.

b7C

[redacted] present beside Graham &

examination started  
shirt off.

1:43 AM

Trousers off -

1:46 AM

Completed

1:48 AM

Doc tabulating data

1:48 AM

Moore called out

1:44 AM

Subject stated to Doc's question "Have you been mistreated  
at any time while here (FBI Office) Ans. No.

Left SAC's Office.

1:52 AM

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/23/04 BY 60290 NRC/BCE/mr/lux

98-4-10-10-1  
ENCLOSURE

Denver, Colorado  
11-14-55

b7C

Time Log

3:51 AM Graham photographed by SA [redacted]  
4:02 AM Inventory of personal belongs of Graham and  
preparation of receipt by SA [redacted]  
4:10 AM Complete search of subjects clothing by SA's  
[redacted]  
4:24 AM Subject fingerprinted by SA [redacted]  
4:40 AM Subject provided cot in SAC's Office, by  
SA [redacted]  
Graham sleeping on cot SAC's Office until  
departing for U. S. Commissioner's Office.  
9:30 AM Graham taken to USM Office, US PO Bldg by  
SA's. [redacted] PB.  
9:33 AM Graham turned over to Deputy USM's [redacted]  
[redacted] PB.

SA [redacted]

Denver, Colo.  
11/13/55

Log of Interview of John Gilbert Graham

6:40 PM Interviewed by SA's [redacted]  
[redacted] & ASAC Roy K. Moore

6:40 PM ASAC Moore advised Graham he was a suspect and advised him he did not have to make any statement and any statement he did make could be used in a court of law against him - advised he could consult a lawyer at any time b7C

6:50 PM Asked if he would sign a waiver to polygraph examination and waiver of search

7:06 PM SA [redacted] left interview room  
ASAC Moore left interview room  
SA [redacted] came into interview room.

7:08 PM Graham read statement concerning polygraph examination  
Graham read statements concerning search of home, 2650 W. Mississippi, Dn; 1951 Ply, 1955 Chev. pick up truck, Crown A. Drive Inn, 581 So Federal, Dn.; tool chest - Hertz-U-Drive It Garage, 18th & Larimer, bldgs & property near Toponas, Colo.

7:26 PM Completed signing above statements

10:16 PM SA [redacted] came to interview room  
SA [redacted] left interview room

10:36 PM SA [redacted] returned to interview room

11:06 PM ASAC Moore came to interview room with shotgun shells and 2 sacks of slugs b7C

11:06 PM ASAC Moore left interview room

11:27 PM ASAC Moore came to interview room re-location of insur. policy \$37,500 re D.K. & advised no scotch tape located in Grahams car.

11:28 PM ASAC Moore left interview room

11:33 PM SA [redacted] left interview room & returned

11:36 PM Read wifes signed statement to Graham  
11:49 PM Read wifes supplemental statement to Graham  
11:53 PM Personal search of Graham  
11:57 PM ASAC Moore came to interview room & left  
12:01 AM SA [redacted] came to interview room & left b7C  
12:03 AM Graham asked for a glass of water & was given same -  
12:07 AM Graham started oral admission of guilt.  
12:24 AM Oral admissions completed Moved to SAC's Office  
12:29 AM Graham's statement commenced to be [redacted] shorthand by [redacted]  
1:09 AM Coffee offered to Graham - coffee accepted by Graham - however, he did not drink it..  
1:13 AM Taking of statement resumed  
1:33 AM Dictation of statement concluded  
1:33 AM Oral admission re motive to cause plane to crash  
1:42 AM Examination of Graham by [redacted]  
[redacted] returned to interview room  
1:52 AM [redacted] returned to interview room. b7C  
1:54 AM Graham interviewed re [redacted]  
2:56 AM Statement, typed, handed to Graham for reading  
3:21 AM Graham signed statement, witnessed by [redacted]  
[redacted]  
3:23 AM Resumed interview of Graham [redacted]  
3:40 AM Oral interview concluded  
3:42 AM ASAC Moore placed subject under arrest and advised him of charges.  
3:46 AM Graham signed certifications re his request to remain in FBI Office.

November 14, 1955  
Denver, Colorado

I, JOHN GILBERT GRAHAM, make the following voluntary statement to [ ] and [ ] b7C

[ ] who have identified themselves to me as Special Agents of the Federal Bureau of Investigation, United States Department of Justice. I realize that I do not have to make any statement and that any statement that I do make can be used against me in a Court of Law. I have been advised I have a right to consult a lawyer at any time. No threats, promises or moneys have been offered to me to make this statement. I make this statement because I desire that the truth be known concerning this matter.

My name is JOHN GILBERT GRAHAM and I was born on January 23, 1932, in Denver, Colorado. I received a high school certificate from the University of Denver Extension Division in 1950 and have completed one year of college at the University of Denver.

I am the son of the late Mrs. DAISIE E. KING, who was killed in the wreck of a United Airlines Plane on November 1, 1955, while en route from Denver, Colorado, to Anchorage, Alaska.

On or about October 18 or 19 I placed in the trunk of my 1951 Plymouth Sedan twenty-five sticks of dynamite,

ENCLOSURE

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 10/1/81 BY 10220 MCB/STH/STH

40-60 per cent, a timing device, and an Everready six-volt dry cell Hotshot battery and two dynamite caps with about eight feet of wire attached to the caps. All of this was placed in a cardboard box about eighteen inches long and about eight inches wide and about six or eight inches deep. I covered this carton containing the above items with a blanket and left it in the trunk of my car until the afternoon of November 1, 1955. It was the day that my mother, Mrs. DAISIE E. KING, was due to leave Denver on her proposed trip to Anchorage on United Airlines Flight 629 scheduled to leave at 6:30 P.M.

On the afternoon of November 1, 1955, at about 5:15 P.M., my [redacted] and my mother, Mrs. DAISIE E. KING, with our [redacted] left our residence at 2650 West Mississippi in my mother's 1955 Chevrolet en route to the Denver Motor Hotel, 1420 Stout Street, for the purpose of placing my mother's car in storage until she returned from Alaska. I told my mother and my wife that I would place my mother's luggage in my automobile and meet them at the Denver Motor Hotel, from where we would all continue to the Denver Municipal Airport so that my mother could board the United Airlines Plane en route to Alaska. b7C

As soon as my mother, wife and son had left our residence, I went out to my car, which was parked in the



driveway in front of my house and there in the trunk of my car I placed the twenty-five sticks of dynamite in a paper sack around the two dynamite caps. To each dynamite cap was attached two strands of wire approximately eight feet in length. I then wrapped about three or four feet of binding cord around the sack of dynamite to hold the dynamite sticks in place around the caps, leaving the wires which were attached to the dynamite caps extending out of the paper sack. I then connected one of the wires from one of the caps to one of the battery poles, having run this wire through the timing device. I connected the other wire of this same cap directly to the other battery pole. I then connected the second cap in the same manner. The purpose of the two caps was in case one of the caps failed to function and ignite the dynamite. I then set the timer to detonate the dynamite in one and one-half hours, because that was the maximum time on the timer. At this time, an hour and one half, I knew that the circuit between the caps and the battery which was broken by the timer would be closed by the timer mechanism and detonate the caps, which would detonate the dynamite.

I then took this sack of dynamite with the battery and timer attached and placed it in my mother's large Samsonite suitcase, which she had previously packed to take with her on her trip to Alaska. I placed this suitcase in the trunk of

my car, together with another smaller suitcase and a brief case, which my mother had packed to take with her on her trip. I then drove to a surplus store on Alameda near Federal in Denver, where I purchased two olive-colored web straps. I then drove to the Denver Motor Hotel where I picked up my mother, wife and son. We then drove in my car to the Denver Municipal Airport. I let my mother, wife and son out of the car at the entrance to the main building at the Airport. I then parked my car at one of the parking meters about a half block from the main entrance to the Airport Terminal. I then took the two web straps which I had purchased and fastened them around the large suitcase in which I had placed the dynamite. I then took this suitcase, together with the one small suitcase and brief case, belonging to my mother, to the United Airlines Ticket Counter in the main Airport Terminal Building, where I turned all the luggage over to my mother. My wife and I then waited at a point about thirty feet from the United Airlines counter while my mother checked her luggage onto United Airlines Flight 629.

After my mother had finished checking her luggage, my wife and I went with her to the passengers' gate where my wife and I told my mother goodby and watched her board the plane with the other passengers. My wife and I then watched

the United Airlines Plane taxi down the runway, after which we, with our small son, went into the coffee shop at the Airport and had dinner. We were in the coffee shop for approximately one hour and as we were leaving I heard the cashier of the coffee shop make the statement that there had been a wreck of an airplane about forty miles out of Denver. Later on that evening after my wife and I had returned to our home, we heard over the radio, and later verified by the United Airlines personnel, that there had been an explosion on United Airlines Plane 629 that evening near Longmont, Colorado, and that all the passengers aboard had been killed.

/s/ I have read the above statement consisting of this page and four others and it is all true. I have initialled the pages.

/s/ John Gilbert Graham

Witnessed:

[Redacted]

FBI Denver Colo. 11/14/55

[Redacted]

FBI, Denver, Colo. 11/14/55

[Redacted]

F.B.I. Denver, Colo. 11/14/55

b7C

b7C

12:40 PM  
11-13-55  
Denver

JACK GRAHAM  
GLORIA GRAHAM

After observing luggage believed to possibly belong to Mrs. KING --

Both state dark brown samsonite pieces of suitcase appear to be the one smaller suitcase belonging to Mrs. KING. Both state piece of red and black plaid canvas bag might be one of those DAISIE KING carried with her on Flight 629; however, JACK recalls the ones taken by Mrs. KING to possibly have had a smaller red and black plaid.

Other items - no identification except picture located at crash scene is of JACK GRAHAM's grandfather.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/23/04 BY 60322 auc/auw/mut/van

1:20 PM  
11-13-55  
Denver

JACK GRAHAM

b7C

Re: Shotgun shells and ammunition

DAISIE KING had received information from her [redacted] that a hunt had been planned and had told JACK GRAHAM she wanted to take some ammunition with her or send it on ahead. JACK GRAHAM told her she should not send ammunition ahead because it was against the law.

DAISIE KING and JACK GRAHAM had a cardboard box (cut down) at 2650 West Mississippi, which contained 12 gauge shotgun shells, 30-06, .22 caliber and possibly .410 shotgun shells (all loose ammunition) in it. DAISIE KING also had an old tobacco tin (1 1/2 can) which contained loose rifle ammunition, namely .251, 30-06, and possibly some 38-55, also she had some boxes of 30-06 and at least one box of .22 caliber ammunition.

In addition to taking ammunition for hunt DAISIE KING b7C said she wanted to take a box of .22 caliber for [redacted]

[redacted] b7C  
DAISIE KING told JACK she wanted to take or send some 12 gauge shotgun shells 30-06 and .22 caliber.

JACK GRAHAM states he took the aforementioned cardboard box, plus 1 carton of 500 .22 caliber shells into DAISIE KING on the night before or day before she left. He knows he took it in to her before DAISIE KING shipped the extra two suitcases and two cartons to Alaska via Air Express. He states although they had the discussion about not sending ammunition ahead, he doesn't know she didn't, because after he took the ammunition in to her he never knew what she did with it. JACK GRAHAM hasn't seen cardboard box since he took it in to Mrs. KING. He also has checked for ammunition and was unable to locate any. At the time he took the ammunition in to her she had big tan suitcase open on bed.

Re: Christmas Present b7C

JACK GRAHAM had intended to purchase a Christmas present for DAISIE KING before she left. One evening JACK GRAHAM, [redacted] and DAISIE KING were over to [redacted] home for dinner. JACK saw a newspaper article advertising an "Exacto" drill, sander, and polishing set for \$29.95. He thinks it was Dave Cooks Sporting Goods Store advertisement. He recalls he mentioned it to [redacted] he might buy this set for DAISIE KING as Christmas present.

JACK recalls showed this clipping to DAISIE KING day before she left, October 31, 1955, and she told him this tool set would not operate for cutting shells. She told him it requires the type of drills used by jewelers, which cost about \$150.00. In view of DAISIE KING's statements JACK GRAHAM states he never bought the tool set. JACK GRAHAM states he didn't attempt to locate this gift or tool set in Denver or anywhere else before or after he showed her the clipping.

JACK GRAHAM never told his wife about showing the clipping and further never told his wife he didn't buy the "Exacto" tool set. JACK states he decided to buy her something else, although he never did. JACK states he doesn't recall having a package that was gift wrapped, which he took downstairs to DAISIE KING, or that his [redacted] had a package, or which she thought was the drill set.

The only stop he made on the way to the airport was at a surplus store on Alameda west of Federal to obtain 2 web straps, olive green in color, to put around large tan suitcase of DAISIE KING, because something was wrong with the hinges. b7C

JACK GRAHAM recalls DAISIE KING, [redacted] and son left 2650 West Mississippi to go to Denver Motor Hotel to store DAISIE KING's car at about 5:15 P.M., November 1, 1955. He states he left in his car with luggage at about 5:20 or 5:25 PM on November 1, 1955. b7C

He recalls picking up DAISIE KING, [redacted] and son at Denver Motor Hotel to go to airport at about 5:40 P.M. November 1, 1955. b7C

He believes they arrived at Denver airport about 6:15 P.M. and after leaving DAISIE KING, GLORIA and son off at entrance to terminal, he parked the car 1/2 block away at one of the meters. He carried luggage into airport terminal to ticket line, where DAISIE KING was waiting to check in with United Airlines. He saw DAISIE KING check all luggage through United Airlines except two red and black plaid canvas type bags she kept with her.

While DAISIE KING was still getting checked through United Airlines, DAISIE KING told JACK GRAHAM to get insurance policies, one each for JACK GRAHAM, [redacted] and [redacted] and son, plus JACK GRAHAM, went over to machines to obtain insurance policies. JACK recalls having some difficulty in getting policies and operating machines. He believes he spoiled 2 or 3, one was voided, one he forgot to stamp and one DAISIE KING didn't sign. He recalls DAISIE KING signed 3 of the policies after they were made out by either JACK or [redacted]. b7C

JACK states he mailed all the good policies at airport including the one made out to himself. He gave no explanation as to why he mailed his. He says none have been received. He may have put them in waste basket or trash can thinking it was a mail box.

He recalls [redacted] was the [redacted] to this insurance company. He doesn't recall amount of money re insurance policies due to difficulty with machines, believes it was more than the minimum (25¢), possibly 75¢ on each. b7C

JACK, [redacted] and son walked out to gate where passengers were loading and watched DAISIE KING board Flight 629. They watched the plane go down the runway and start to take off. JACK GRAHAM, [redacted] and their son then went into the airport terminal and to the coffee shop to have dinner. Actually they all had planned to eat at the airport, but time ran out and DAISIE KING could not eat with them. b7C



JACK recalls right after they started to eat he felt sick and JACK went to the men's room for a little while. He later returned and tried to finish his dinner. He stated he became ill because he was excited regarding his mother's leaving and also the food was not very good. They were in the coffee shop about one hour. As they left the coffee shop, JACK paid the bill at the cashier's stand. While paying the bill JACK heard the cashier say "Oh no". He asked her in a kidding way if she had just learned she was going to have twins. The cashier said "no that there had been a plane crash". JACK believes this to have been about 8:00 P.M. or later.

JACK, [redacted] and the baby left the airport for their car. He drove down the one way street toward the airport terminal on the way out and JACK decided to go back in and see if he could get more information regarding the plane crash. b7C

JACK contacted the cashier, who told him there was a plane crash about 20 or 40 miles from Denver near Longmont. JACK wanted to know who the man was, who told the cashier about the crash. The cashier said she could not do this and further she would probably lose her job if anyone found out she had told anyone about the crash. JACK was not concerned because he believed Flight 629 would be further away than Longmont at this time.

JACK then left the airport and drove home with [redacted] and their son. Shortly after they arrived home, a [redacted] came over to JACK's house and told him she had heard over the radio that a plane had crashed and this plane was enroute to Seattle, Washington. She thought it might be the one DAISIE KING was on. b7C

JACK said he or [redacted] then called United Airlines and tried to determine if it was the plane DAISIE KING was on. He states United Airlines told him one of their planes had crashed and wanted to know who he was and what plane his mother was on - they first wanted to know what relationship he was to DAISIE KING. United Airlines told him the plane had crashed but no details were available as yet. United Airlines told him they would advise him later. b7C

JACK GRAHAM says United Airlines called several times after that, but doesn't remember any details.

JACK called his [redacted] in Alaska and also his [redacted] in Missouri to notify them of the crash. He states this was about 11:00 PM.

He also recalls his wife's mother called either

that night or the next morning. The next day or the day after, November 2 or 3, 1955, JACK and [ ] went to the crash scene, but they couldn't get in.

b7C

[ ] identified the body. JACK wanted to make sure of the identification, in case someone might have made a mistake.

4:47 PM  
11/13/55  
Denver

b7C

JACK GRAHAM

Re: Background

Born: 1/23/32, Denver, Colorado  
Mother: Mrs. DAISIE ELDORA WALKER KING  
Father: WILLIAM or BILL GRAHAM (dead),  
mining engineer. JACK never saw  
his father - he died when JACK  
was 3.

JACK lived with DAISIE KING until 6 or 7 years old at 1763 Clarkson, Denver and 2274 South Marion, Denver.

1941 or 1942

After DAISIE KING married EARL KING in 1941, Salt Lake City, JACK lived at Clayton College, 38th and Colorado Boulevard until about twelve years old. DAISIE KING was employed for phone company, Denver, and was living at 2274 South Marion. About one year after DAISIE KING married EARL KING, JACK went to live on Ranch, Toponas, Colorado (eight miles from Toponas). JACK lived at the ranch from about 1942 until 1945.

In 1945, JACK lived on ranch near Kremmling, Colo. [ ] Attended High School at Kremmling, Colorado for about one year 1946. He returned to parents ranch at Toponas, in 1946 and stayed there until 1947. In 1947 he worked for a rancher, whose name he can't recall, who had a ranch near Burns, Colorado (fall of 1947).

b7C

In the spring of 1948 he went to Seattle, Washington and in April of 1948 he joined the U. S. Coast Guard.



During 1946 and 1947 JACK states he had difficulty with his stepfather EARL KING, due to EARL KING's drinking and so JACK left home. JACK couldn't get along with EARL KING.

JACK stated he was employed in Seattle, Washington for some manufacturing firm making tin cans (food storage type). JACK stated that although he was employed only for a short period in Seattle he had saved some money from working on ranches in Colorado prior to the trip to Seattle. He gave no particular reason why he joined the Coast Guard instead of going to Alaska, as he originally intended to do.

He was in the Coast Guard from April 1948 until January 1949, when he went AWOL, because he was having difficulty in some of the courses he was studying. He went to New York City. In New York City, JACK worked in different markets, names of which he can't recall. When he returned to the Coast Guard Service, he was given a discharge because he was not of age at the time he joined.

January 1949

JACK returned home to Yampa, Colorado. EARL KING had sold the ranch at Toponas and had a home in Yampa. He worked on several ranches to obtain money.

May 1949

He went to Alaska to obtain employment and also to see his sister, who was living in Anchorage, Alaska. JACK lived with his sister at this time and was employed for the 57th Fighter Wing U. S. Air Force as a carpenter's helper in connection with Elmendorf Air Force Base, Anchorage; C.A.A. in connection with building homes for C.A.A. personnel as a mechanic at Kodiak, Alaska (lived in Anchorage or in camp of C.A.A.); and also for some contractor, Anchorage, in the building of an Air Field as a roller operator.

January 1950

JACK states he returned to Denver, Colorado at this time due to cold weather in Alaska. He lived at 1763 Clarkson with his [redacted] and was employed for the Western Auto Transport Co., hauling cars.

b7C

July 1950

JACK returned to Alaska and again lived with his sister in Anchorage, during which time he was employed by

numerous contracts building roads, airports, etc., as an oiler, helper, "cat" skinner.

September 1950

JACK returned to Denver, Colorado and again lived with [redacted] and was employed by: Santa Fe Trail Trucking Co. (dock work), King Transportation Co. (dock work and driver), Barlow Service Co. (trucker), Timpte Manufacturing Co..

b7C

March 1951

In March of 1951 JACK got in trouble regarding stolen and forgery of checks from Timpte Manufacturing Co.

Prior to this JACK took entrance examinations for Denver University, which he passed; however, JACK did not attend Denver University at this time. JACK received an equivalent diploma or certificate re High School graduate in connection with these tests.

April 1951

In April of 1951 after writing 70 or 80 checks (worthless) he went to Kansas City, Missouri, where he was employed by one [redacted] who was self-employed in trucking business. JACK and [redacted] worked and drove truck between Kansas City and California.

b7C

August

September 1951

JACK went to Yale, Washington, where he was employed for Morrison and Knudsen Contractors as a "cat" skinner. He lived in a camp outside of Yale, Washington. He was employed 2 or 3 months in Yale.

October 1951

JACK went to Mountain Home, Idaho, where he was employed by a farmer.

October 1951

JACK went to Santa Domingo, New Mexico, where he was employed in Pumice Mine as a truck driver-lived in Albuquerque, New Mexico at some hotel.

October 1951

While in Albuquerque, JACK met some man who had a bootlegging business. JACK was later picked up near Lubbock, Texas for bootlegging and carrying concealed weapon. He was fined \$100 on each charge, which was later reduced to 30 days on each charge.

November 1951

JACK was turned over to District Attorney, Denver, re checks. His parents paid off part of the checks. He was released on bond to Yampa, Colorado and later placed on probation to [REDACTED]

b7C

April 1952

Attended Denver University a couple of quarters, and also worked at St. Lukes Hospital as night cashier.

The [REDACTED] were in Albuquerque enroute to Hot Springs or Phoenix, Arizona, when [REDACTED] became ill. JACK took care of [REDACTED] property at [REDACTED] and also lived there.

b7C

June 1952

JACK didn't attend Denver University during the summer quarter, but obtained employment at Armour and Co., Denver, as a student salesman.

July 1952

JACK returned to Yampa, Colorado with his parents and until December 1952 worked at odd jobs on various ranches.

December 1952

JACK returned to Denver and lived at [REDACTED] in Englewood. He started back to school. He stopped due to wanting to get married and needed money for that purpose. He was employed by Rocky Mt. Metal Products Co. (operated buffer-polishing metal).

b7C

June 1953

[REDACTED] and JACK got married on June 14, 1953 at Denver, Colorado.

b7C

June 1953

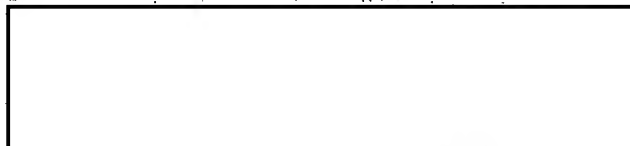
JACK went to Grand Junction, Colorado and lived at: 722 Rood Avenue, 322 Rood Avenue and also at Fruita, Colorado. He was employed as follows: International Harvester Dealer as mechanic-trucks; McCoy Caterpillar Co. as mechanic-tractors; Walker-Lyburger Construction Co., AEC, as mechanic.

December 1954

EARL KING died in October 1954. JACK returned to Denver, Colorado, due to death. In December 1954 DAISIE KING bought property at 2650 West Mississippi, Denver, Colorado.

January 1955

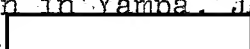
JACK returned to Denver University, taking Business Administration. He was also employed part-time for: General Adjustment Bureau as mail boy and part-time at night for: Crown "A" Drive-In; Moore Equipment Co. as mechanic; part-time; and, night for Crown "A" Drive-In and Hertz-U-Drive-It Garage as mechanic.



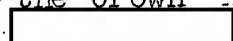
b7C

Explosives

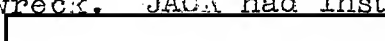
JACK states he has had experience with explosives, namely dynamite, used dynamite at ranch at Taponas, Colorado for blowing up beaver dams. JACK has set fuse type charges in this connection- JACK states no experience with electric type fuses or caps, however, has seen them used in connection with his work on construction jobs and as "cat" skinner in Alaska.

When in Yampa, JACK and his stepfather used to buy dynamite from 

b7C

JACK states that DAISIE KING listed the Crown "A" Drive-In with the Sales Realty Co., Denver, a  in a 90 day option.

b7C

JACK advised his 1955 Chevrolet truck was repaired by Murphy Mahoney after train wreck. JACK had insurance with the Safeco Insurance Co., one  JACK makes same statements as before re ammunition allegedly taken by DAISIE KING on trip and re Christmas present.

b7C

[redacted] b7C  
10:16 PM

7:26 PM  
7:08 PM  
11/13/55  
Denver

### JACK GRAHAM

JACK GRAHAM was employed by Hertz-U-Drive-It System Garage as a mechanic about October 1, 1955 and worked the 11:00 PM to 7:30 AM shift.

He recalls about two weeks before October 29, 1955, an unknown individual came into Hertz sometime after 2:00 AM, but before 3:00 AM. This unknown individual stopped Homer first. Homer was near the big doors. They talked 2 or 4 minutes. This unknown individual walked over to JACK, who was near his work bench and wanted to know if JACK wanted to buy a watch. JACK described this watch as a wrist watch with a brown leather band, a grey face and silver case, and appeared to be a new watch. The face of the watch had a place that showed the day and year. All hands including sweep second were black. JACK said he didn't want to buy the watch, that he didn't have any money. The man then approached [redacted]. The man walked over to [redacted] who was at the tire rack and apparently tried to sell him the watch. The Unknown man then walked out of the big double doors and down the street toward 18th and Larimer. JACK states he later asked [redacted] if he had bought a watch from this man. [redacted] said no and they laughed about it. b7C

JACK never discussed the above incident with anyone other than [redacted]. No one ever came into Hertz before and tried to sell anything to anybody, to the best of JACK's knowledge. b7C

On Sunday, October 30, 1955, at about 2:00 AM this same unknown individual came in to the Hertz Garage again. JACK had been working on some truck and the man walked in through the big doors. JACK was just getting ready to go get something to eat with [redacted]. JACK had called to [redacted] who was not in sight and was about to get the Hertz Service Truck and go to the Loop Cafe. JACK believes [redacted] was in the back washing truck. b7C

This unknown man walked over to JACK and wanted to know if he wanted to buy an "Exacto" tool set. JACK asked him how much he wanted. This unknown man said \$10.00, so JACK paid him \$10.00. JACK then asked him if it was stolen. The man said no, it was his own.

The man then left without any further conversation. JACK walked up to the 2nd floor with the tool set, which he put on the back seat of his Plymouth. JACK went back downstairs and [ ] was there waiting for JACK to go eat. Both got in Hertz Service Truck and went to Loop Cafe, 15th Street, Denver, to eat. b7C

JACK doesn't remember if he told [ ] that this unknown man was at Hertz trying to sell something again or not. He knows he did not tell him that he had bought something ("Exacto" tool set) from this man. b7C

JACK and [ ] returned to the Hertz garage and worked until 7:30 AM, when JACK went home. JACK got home about 8:00 AM. Upon arriving home JACK put tool set under the front seat of his Plymouth so no one would find it. He intended to give it to DAISIE KING as a surprise. JACK didn't tell anyone about the tool set at this time. b7C

October 30, 1955.

JACK went to bed about 9:00 AM, got up about 2:30 PM, and after cleaning up went to Mother-in-laws, [ ] DAISIE KING, JACK, [ ] and two children went. He did not tell anyone about the tool set at this time. JACK watched TV until about 4:30 PM, when they all ate dinner. JACK returned home alone right after dinner, arriving sometime after 5:30 PM. He left the tool kit under front seat of car and went to bed. b7C

His wife woke him to go to work about 10:00 PM. He didn't tell anyone about the tool kit at this time. He got to work about 11:00 PM. The same people were at work, he didn't tell them about tool kit. JACK had not looked at tool kit since he bought it.

October 31, 1955

JACK returned home about 6:00 AM on October 31, 1955. He went into the house, ate and went to bed. He slept until 4:30 PM, got up and had supper. In addition to the family, one [ ] was there. JACK states he didn't leave the house on October 31, 1955. DAISIE KING was apparently shopping during the afternoon. [ ] left about 8:30 PM. JACK went back to bed. His wife woke him to go to work about 10:30 PM. JACK had not told anyone about the tool kit at this time. He went to work on October 31, 1955 at about 11:00 PM. b7C



November 1, 1955

He came back home about 8:00 AM on November 1, 1955 and had something to eat. At this time he told [ ] he had bought a present for DAISIE KING. He did not tell her where he had bought it but told her he still had to pick it up downtown. He told her he paid \$20.00 for it, because he thought the "Exacto" tool kit would be worth about that much. He believed he told her he had bought it the day before on October 31, 1955. b7C

On November 1, 1955 after arriving home and having something to eat, JACK told [ ] he was going to the drug store. He left 2650 West Mississippi at about 9:10 AM; drove to the drug store at Athmar Park, West Mississippi and Tejon; went into the Rexall drug store, having parked outside, and went to the counter in the back of the store. He obtained one sheet of wrapping paper, which was green, red, and white stripes. He paid for it at the cashier's stand in the drug store. JACK doesn't recall obtaining sales slip or having paper wrapped or placed in sack. He paid 10¢ for it. The cashier was a woman. JACK then went outside to the car and wrapped "Exacto" tool set with paper, scotch taped it with a roll that he carried in the glove compartment of his car. He doesn't know if the rest of the tape is still in the car or not. b7C

JACK was sitting in the front seat of the car, when he wrapped it. He wrote on the top corner of the wrapped package "From Us". The box measured about 14" x 8" x 3". He did not put anything on the package to indicate it was a Christmas package, nor that it wasn't to be opened before Christmas. JACK believed DAISIE KING would know who gave her the present and further would know it was a Christmas present. JACK states he <sup>possibly</sup> intended to write DAISIE KING and tell her it was a Christmas present. He states package weighed about 6 or 7 pounds.

After wrapping the package, JACK put the package in the trunk of his car and returned home. He arrived home about 9:30 AM and parked his car in the drive way. JACK states his wife thought at this time the present (tool set) was still downtown and would have to be picked up. JACK left the package in the trunk and after some discussion with [ ] and DAISIE KING re the trip, JACK went to bed about 10:15 AM on November 1, 1955. b7C

JACK got up about 4:30 PM, took a shower and cleaned up. He recalls hearing that DAISIE KING had been downtown in Denver shopping. He recalls observing the luggage of DAISIE

KING sitting in the living room near the front door all packed and ready to go.

Shortly before 5:00 PM, November 1, 1955, JACK went out to his car, obtained the Christmas present (Exacto tools) from car trunk. He brought it into the house, took it into the bedroom and put it under the bed covers. He then checked to see that DAISIE KING was not around and took the present from the bedroom and placed it in the large tan suitcase of DAISIE KING, without anyone seeing him. (This incident took him about 4 or 5 minutes).

A few minutes later JACK told [redacted] (in the kitchen) that he intended to pick up the tool set on his way down to the Denver Motor Hotel, where he was to meet DAISIE KING and [redacted] and [redacted] to take DAISIE KING to the airport. He recalls his wife had her coat on at this time. JACK states this conversation occurred after he had already put package in DAISIE KING's suitcase. b7C

At about 5:15 PM, DAISIE KING, [redacted] and [redacted] left 2650 West Mississippi to take DAISIE KING's car to the Denver Motor Hotel. JACK took three pieces of luggage out to his car after DAISIE KING, [redacted] and son had left. He put the luggage in the trunk of his car. JACK then took a house key over to [redacted] who was going to look in on JACK and [redacted] other baby, who was staying home while they were gone. b7C

JACK left 2650 West Mississippi about 5:20 PM or 5:25 PM, November 1, 1955, and proceeded, with his mother's luggage, 1 tan suit case, 1 brown samsonite suitcase and 1 old brown brief case, to a surplus store on Alameda, west of Federal Boulevard, Denver, and obtained two web belts or straps, olive green in color, and he paid 98¢ for each of them. b7C

After buying the belts JACK drove to Denver Motor Hotel, 14th and Stout, where he met DAISIE KING, [redacted] and son and proceeded to Denver airport.

He got to the airport about 6:15 PM, let DAISIE KING, [redacted] and son out at airport terminal and parked the car 1/2 block away. He took the luggage out of the trunk and placed 2 web straps around large tan suitcase. JACK then took the luggage into the airport ticket counter and gave them to DAISIE KING. b7C

JACK states while at the airport and before DAISIE KING took off on her flight, JACK told [redacted] he had picked up "Exacto" Tool set. He believes [redacted] asked him. JACK b7C



states he also told her he had put it into her large tan suitcase. (JACK first denied that he told his wife he had gotten it and had put it into DAISIE KING's suitcase.)

NOTE: JACK later stated this as a description of KARL

Description of unknown man from whom JACK states he obtained "Exacto" Tool set:

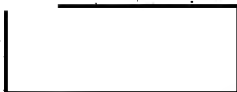
Age:	28
Height:	6'
Weight:	180 lbs.
Hair:	Light brown to blonde, combed straight back. More or less straight hair.
Eyes:	Not known, wears no glasses
Complexion:	Pale (looked sick), clean shaven
Sex:	Male
Race:	White
Scars & Marks:	None
Dress:	1st time -- light grey suit, blue or grey dress shirt, open at collar, neat appearance  2nd time -- brown slack pants, sport shirt, white and brown check or stripe cotton, wasn't clean shaven or as neat as before

(It is noted that GRAHAM furnished hand drawn diagrams of the following which are being retained by Denver:

Hertz-U-Drive-It Garage, 18th and Lawrence  
Rexall Drug Store, Athmar Park

The manner in which he wrote "From us" on the Christmas package. )

b7C



7:50 PM  
11/13/55  
Denver

JACK GRAHAM

The following is a description of the "Exacto" Tool set purchased by JACK from the unknown individual:

Box 13" or 14" long; 5" or 6" wide, 3" deep

The name "Exacto" appeared on the box in black-statement - "Tool of a thousand and one uses "; in red was printed

also the name of the manufacturer. The box had picture of the drill motor and various parts of set, such as sanders, discs, knives, etc. in yellow.

JACK believes it was a complete set although he never checked it to see. The following are sketches drawn by JACK of things that he recalls were in the "Exacto" Tool set box:

(It is noted that GRAHAM furnished hand drawn sketches of the following concerning the "Exacto" Tool Set which he said he purchased as follows:

The manner in which "Exacto" was written on the box

The following items which he recalled were contained in the box and were attachments which fitted into the electric hand motor:

- 1 knife
- 2 abrasive stones
- 1 drill
- 1 buffer
- 1 wire brush

The hand electric motor with cord

These sketches are being retained by Denver.)

10:36 PM  
11/13/55  
Denver, Colorado

b7C

JACK GRAHAM

At Airport, November 1, 1955, regarding insurance policies

b7C JACK states while DAISIE KING finished checking into United Airlines flight 629, DAISIE KING told him to obtain 3 insurance policies; one for himself, one for his [redacted] one for his [redacted] JACK says he recalls the first policy he didn't write on at all because he didn't operate the machine properly; the second policy he believes DAISIE KING forgot to sign. JACK believes the next 2 policies were alright.

JACK GRAHAM recalls that about \$2.25 was put into the machine. He was not sure of the amount. The money was partly his mother's. JACK believed he mailed them, but because he has not gotten his, which he mailed also, he thinks he might have put them in trash can. He gave no explanation as to why he mailed his own policy.

JACK doesn't recall what company the insurance policies were with. The Denver Agent was [redacted]

b7C

After making out the policies, DAISIE KING, [redacted] JACK and son started to walk toward coffee shop of airport. It was almost plane time so they went out to gate so DAISIE KING could board plane.

b7C

JACK and [redacted] and son, after plane taxied down runway, returned to airport terminal and had dinner at airport. JACK states he was concerned about DAISIE KING at this time. He said it was for no particular reason just that she was taking a trip. JACK says he did not tell [redacted] he was worried about his mother. He denied he said to [redacted] that he would never see his mother again.

b7C

He states he got sick because he felt bad about his mother's going away. He states he doesn't know whether he had a thought or made a statement that he would never see his mother again.

Same information re cashier and learning of air plane crash

After leaving airport (8:15 PM) he came back into terminal to get more information re plane crash. His wife was not concerned over crash. JACK made no effort other than contacting cashier to find out about plane crash. When he returned to the car and on the way home, his wife asked him if he was able to learn anymore about the crash. I told her no.

No further conversation between JACK and [redacted] JACK tried to listen on car radio re news; however, car radio would not work. Upon arriving home, a neighbor came over and told JACK and [redacted] about a crash of a plane enroute to Seattle, Washington.

b7C

JACK called United Airlines for information about 9:00 PM, November 1, 1955. He gave them his name and relationship to DAISIE KING. United Airlines didn't tell him

much. JACK told to stand by for further information from United Airlines. United Airlines called back and [ ] answered the phone. They wanted to know if they had any relations on Flight 629. United Airlines advised [ ] that was the plane that crashed. No definite information re number of people killed.

b7C

There was some question in JACK's mind at this time whether this plane that crashed was actually the one on which his mother was riding. JACK and [ ] continued to listen to home radio.

b7C

JACK and [ ] finally received word from United Airlines that all were killed aboard Flight 629 at about 2:00 AM, November 2, 1955. JACK thinks he told [ ] he put Christmas present ("Exacto" Tool set) in mother's suitcase after he and [ ] got home from airport November 1, 1955. He doesn't remember why he brought up the Christmas present at this time. JACK also believes he told [ ] at this time that present he purchased was stolen, that he had paid only \$10.00 for it instead of \$30.00.

b7C

He didn't recall if he told [ ] at this time not to mention to anyone that he had put Christmas package in DAISIE KING's luggage.

b7C

He now states he did tell his wife not to tell anyone that he had put package in DAISIE KING's suitcase. JACK says he told [ ] this because he thought tool set was stolen and, since he was presently on probation, if it were ever found out he had purchased stolen goods he might get into trouble.

b7C

He states no one ever told him the tool set was stolen. JACK thought so because of the price he paid for it. His wife was unhappy because he told her first that he paid \$30.00 instead of \$10.00. He states he told [ ] he put package in large tan suitcase. JACK stated he looked for shotgun shells that his mother was supposed to take with her, since the plane crash, and was not able to find them.

b7C

He doesn't know why Agents were able to find any shotgun shells at his home, 2650 West Mississippi, when he couldn't find them.

JACK denied he told [ ] at any time that he could not get the Christmas package into the large tan suitcase (too full) and therefore had to put it in small suitcase.

b7C

JACK was unable to explain how Agents found the receipt for insurance policy made at the airport on November 1, 1955, signed by DAISIE KING with JACK as beneficiary, when he said he mailed the policy and further had been unable to find it.

JACK was unable to explain why no scotch tape is currently in the glove compartment of his car, unless he used all of it in wrapping the package. He can't remember.

JACK again admitted telling [ ] not to tell anyone that he had put a package into DAISIE KING's suitcase. b7C

JACK denied wire found by Agents at 2650 West Mississippi, same type as could be used in the making of a bomb. He could not state what wire was used for by him at home.

JACK could not explain why [ ] and [ ] fellow employees at Hertz-U-Drive-It Garage state no one ever came into garage and tried to sell anything to the employees; further, that no one could come into the garage without [ ] knowing it; further, any breaks taken by JACK, [ ] was with him and never saw JACK contact anyone or anyone ever contact JACK. b7C



b7C

12:07 AM  
11/14/55  
Denver

JACK GRAHAM

JACK states it started about 6 mo. ago when his mother was raising "hell" about the Crown A. Drive Inn. JACK had been working long hours but his mother wasn't satisfied with the way he was managing Drive Inn, and besides it was losing money. JACK figured if he blew up the Drive Inn no one would have the darn thing. He stated DAISIE KING was talking of selling the Drive Inn.

JACK states he disconnected the gas line and let the place fill up with gas, and it just blew up. JACK states no one ever suspected that he caused the explosion. (This was in ~~late~~ 1955.) The Drive Inn was repaired and reopened for about one week.

Next JACK stalled his Chevrolet pickup truck on some railroad tracks near Hampden and South Santa Fe, Denver. He saw the train coming so he decided to let the train hit the truck and get the insurance money from the wreck. JACK says this was a "spur of the moment" deal and no one suspected he did it on purpose.

Next, while working at Hertz Garage and while DAISIE KING was in Missouri, JACK met a guy who said it was easy to blow up a plane. They talked of the Medicine Bow crash and this guy said he had the necessary "stuff" to blow up a plane. JACK got 25 sticks of dynamite from the guy about three or four weeks ago. DAISIE KING was still in Missouri. This guy knew what he (JACK) intended to do with the dynamite. JACK knew DAISIE KING was going to go to Alaska. The guy showed JACK how to make a bomb and they both tried it out one time at the Crown A Drive Inn, which was closed at the time. Prior to trying the bomb out this guy told JACK about the need of a timer. JACK tried to get one but couldn't find the right kind so this guy got one. This guy's name was [redacted] - spelled with a [redacted] JACK didn't know his last name and never saw him write it, but knows [redacted] was spelled with a [redacted] He never asked [redacted] his last name. b7C  
He believes he may have been living in a motel. Bomb was made of 25 sticks of dynamite - 40-60%, 2 primer caps with 2 wires each--8 feet long, yellow in color; timer - no information; 6-volt dry cell "Hot Shot" battery. He connected one wire from cap to battery and the other wire of cap through timer to battery. Second cap hooked up same way. Two caps in case first didn't go off. Timer was for one hour and a half.

JACK kept bomb, disassembled in a cardboard box in the back of his car. [ ] and JACK tried out timer and battery on one occasion at Drive Inn with a cap that did not contain powder. JACK put bomb in back of car (trunk) about one week or 10 days ago. DAISIE KING was still in Missouri. He covered bomb with old blanket. He put bomb in DAISIE KING's suitcase (large tan one) on day she left - 11/1/55 - when DAISIE KING was at Denver Motor Hotel about 5:20 to 5:25 PM.

b7C

JACK states after DAISIE KING, [ ] and son left 2650 West Mississippi, JACK took luggage out to his car, assembled bomb. He put the 25 sticks in a paper sack around 2 caps, tied with cord, let wires stick out of sack, connected them to battery and timer, set timer for 1½ hours and put entire bomb into suitcase while in car. JACK drove down and picked up DAISIE KING, [ ] and son at Denver Motor Hotel after stopping for web belts - drove to Airport and watched DAISIE KING check luggage on Flight 629.

b7C

[ ]  
b7C

1:33 AM  
11/14/55  
Denver

JACK GRAHAM

JACK states he doesn't know why he caused the United Air Lines Plane to crash.

JACK states he doesn't remember why he caused the UAL plane to crash.

JACK denied he wanted to kill his mother so he would inherit her estate or so he could collect her insurance.

See stenographer's notes.

Stenographer's  
Notes

b7C

JACK GRAHAM

I would like to state that my reason for causing this plane crash was because I just wanted to end my own life and I was scared to do it myself. I knew I would be found out - who did it - and would do it for me - they would find - and my life would be ended because of what I did. If it was not found out, I intended to tell somebody that I had caused this plane to crash.....because for the last four or five years I have wanted to end my own life but was afraid to do it myself. I knew if I caused the plane to be wrecked the authorities would find out that I did it.



WAGONER  
BUSH  
WALSH

1:54 PM / 3:23 AM  
11/14/55  
Denver

JACK GRAHAM

JACK first met [ ] about the middle of September 1955 not too long before UAL plane crashed at Medicine Bow. He met [ ] at Saliman's Bar, 18th and Larimer. [ ] was alone and so was JACK. JACK met him about 11:00 PM or 12:00 AM. The bar was crowded, mostly colored people, and had a beer with [ ] in a booth just inside the door on 18th Street entrance (on left as you enter). b7C

[ ] told him his name was [ ] - JACK can't remember any more. They were together about six or seven minutes. They had one beer. JACK had left employment at Hertz without their knowledge. They were waited on by a bar maid - Mexican, Dago, age 50, fat. Next met [ ] day after UAL crash at Medicine Bow (10/7/55). [ ] was alone in bar (Saliman's). Bar was not crowded. It was about the same time - 11:00 PM to 12:00 PM. b7C

JACK asked [ ] if he could sit down with him and have a beer. JACK asked [ ] if he had seen the paper re plane crash. JACK had paper with him. [ ] said it was easy to cause such a crash. JACK GRAHAM asked [ ] how it could be done. [ ] told him about making a bomb and the things needed to make a bomb - dynamite, timer, cap, powder, battery. b7C

[ ] and JACK were together about 15 or 20 minutes. b7C

JACK can't recall any further conversation.

JACK next saw [ ] on Tuesday, 10/11/55, at same bar. [ ] and JACK sat in one of the back booths. Both were alone when they met. JACK told [ ] he had tried to get a timer and could not find one that would work. [ ] said he knew where to get one and would sell it to JACK. [ ] told JACK he could also get the other things and also what they would cost JACK: b7C

(talked about	Timer	\$20.00
15 minutes)	Dynamite	25 sticks \$14.00
	2 Primer Caps	\$1.00 each

[ ] said he would get a battery. JACK told [ ] he wanted to kill someone on a plane he didn't like. [ ] wanted to know when they could put it together - [ ] and JACK. They made arrangements to meet next day at Crown A Drive Inn. JACK believes he gave [ ] address written on paper napkin of bar. Met at 5:30 PM. b7C

JACK met [ ] about 5:30 PM on 10/12/55 Wednesday at Drive Inn. JACK drove down in his Plymouth. [ ] wasn't there when JACK got there. [ ] arrived late and parked his car at Piggly Wiggly lot. [ ] was driving 1950 green Buick 2-door sedan - no safety sticker - plates ? [ ] had a small Army type ditty bag, brown in color with dark brown leather trim - zipper - 14 inches long - metal button feet on bottom. Bag contained:

1"  
8" or 9" x 0 dynamite - 25 sticks  
3 caps - yellow wire  
timer - 90 min.  
battery - 6 V. dry cell

[ ] put stuff on table in Drive Inn. [ ] hooked up timer, battery and cap without powder to test it - wrapped cap in 3 or 4 towels, put it in trash can and set it off. It worked OK. "Western Towel Supply" was written on the towels.

[ ] took all of the towels and exploded cap and put them in ditty bag. JACK and [ ] left dynamite, timer, other caps and battery on table in Drive Inn. JACK and [ ] went over to [ ] car at Piggly Wiggly where JACK paid [ ] \$38.50 (3 \$10's, 1 \$5, 3 ones, 50¢). JACK and [ ] got into [ ] car and [ ] drove JACK down the alley behind the Drive Inn and let JACK out.

[ ] knew at this time JACK intended to blow up the plane. [ ] wanted 50% of trip insurance. [ ] said to take out all the insurance he could. [ ] said he wanted his cut as soon as JACK was paid off by the insurance company. [ ] threatened to turn JACK in if he didn't split.

[ ] drove on down alley. JACK went into Drive Inn. He got a brown paper sack, put dynamite in it, and put that and other equipment in green cardboard box (for applesauce). JACK put box in trunk of Plymouth and covered it with an old Army blanket.

JACK next saw [ ] about 10/17/55 at the same bar about the same time. [ ] wanted to know if JACK had assembled the bomb again. JACK said no. JACK asked [ ] if he could hook one wire direct to the battery or whether a "jumper" wire was needed. [ ] said yes, he could hook it up direct.

JACK next saw [ ] about 10/27/55 in front of Saliman's Bar about 12 Midnight. JACK had already been in bar and had a beer. [ ] was in a car parked at curb - a 1949 Oldsmobile - black 2-door. [ ] was alone. JACK talked to [ ] when he was in the car. The car was parked on 18th Street headed toward Larimer.

b7C

[ ] asked JACK if he had tried the bomb yet. JACK said no. [ ] asked JACK if he were going to. JACK said yes.

b7C

JACK next saw [ ] on 10/29/55 at same bar. [ ] was in the back booth - same time.

JACK told [ ] he was going to put the bomb on UAL plane going to Seattle, Washington, on 11/1/55. JACK said his mother would be on this plane and was the only person he knew on the plane. JACK asked [ ] if he was sure dynamite would work. [ ] said yes. [ ] wanted to know where bomb was. JACK didn't tell him. JACK said he intended to put the bomb in a suitcase. [ ] said he wasn't sure the bomb would work in this manner. [ ] said he would get in touch with JACK regarding payment.

This is the last time JACK saw [ ]

b7C

Dosis nix prima (phonetic) -- no.  
Dosis prima (phonetic) -- OK.

[ ]  
[ ] speaks with an [ ] JACK states he met [ ] at Saliman's Bar, 18th and Larimer and describes him as follows:

Age:  
Dress:  
Height:  
Weight:  
Hair:

b7C

Eyes:

Teeth:

Peculiarities:

Ears:

Occupation:

Had two cars:

Doesn't smoke, large hands,  
no jewelry

Medium size

(?) Knew a lot about explosives

1950 Buick 2-door green;

2-door 1949 Oldsmobile Black;

License ? (doesn't believe  
they were Colorado plates)

b7C

(It is noted that GRAHAM furnished the following hand  
drawn sketches, which are being retained by the Denver  
Division:

Plan drawing of Saliman's Bar, 18th and Larimer

Timer - front and back, with a description

A primer cap with a description plus wire

Six volt Everready "Hot-Shot" battery

Stick of dynamite with description )

10/8/55. JACK states he tried to find a timer on Saturday

Went to	( RAY JONES, South Broadway -
at about	( repairs washing machines
9:30 AM to	(
10:00 AM	( Montgomery Ward - top floor

Went to	( General Electric Supply
at about	( 17th Street
2:00 PM	(

JACK doesn't know where the box is that he kept bomb in in the back of his Plymouth - thinks he threw it away or burned it.

JACK says on 11/3/55 (about) he drove to the City Dump at Kipling and 60th Streets and threw away the olive green Army blanket - blanket had a corner torn off. JACK states he may have thrown box away at this time.

FEDERAL BUREAU OF INVESTIGATION  
UNITED STATES DEPARTMENT OF JUSTICE

NK 98-2378  
MEH:AM

FBI, NEWARK  
Transmit the following Teletype message to: 11/21/55

AIRTEL

DIRECTOR, FBI (98-43035)

CRUALSAB

Re Denver Airtel to Bureau, 11/13/55, and Denver  
teletype to Bureau, 11/9/55.

[redacted] a passenger who  
perished aboard instant aircraft, advised SA [redacted]  
11/21/55, that she helped the deceased pack his suitcases the  
evening of 10/31/55.

She stated that the only metal objects her husband  
took with him were a tan leather folding Seth Thomas travel alarm  
clock, a small oval mirror, a safety razor, make unknown, and  
possibly a black colored flashlight, size and make unknown.

RUC.

cc: 1-Denver (98-331) (info) RM

REGISTERED MAIL

(5)

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/04 BY 60321/UC/BAK/MLT/HAZ

RECORDED 13

EX-126

98-43035

63 NOV 28 1955

Approved: \_\_\_\_\_  
Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

Mr. Tolson \_\_\_\_\_  
Mr. Boardman \_\_\_\_\_  
Mr. Nichols \_\_\_\_\_  
Mr. Belmont \_\_\_\_\_  
Mr. Harbo \_\_\_\_\_  
Mr. Mohr \_\_\_\_\_  
Mr. Parsons \_\_\_\_\_  
Mr. Rosen \_\_\_\_\_  
Mr. Tamm \_\_\_\_\_  
Mr. Sizoo \_\_\_\_\_  
Mr. Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Mr. Holloman \_\_\_\_\_  
Miss Gandy \_\_\_\_\_



4-11 (9-22-55)

FEDERAL BUREAU OF INVESTIGATION

11-17, 1955

TO: ☒ Director ☒ Mr. Nease, 5744  
☒ Mr. Tolson, 5744 ☐ Miss Gandy, 5633  
☐ Mr. Boardman, 5736 ☐ Mr. Holloman, 5633  
☐ Mr. Belmont, 1742  
☐ T. & I. Div., 5256 ☐ Records Section  
☐ Mr. Mohr, 5517 ☐ Pers. Records, 6631  
☐ Mr. Parsons ☐ ding Room, 5531  
☐ Mr. Rosen, ☐ l Room, 5533  
☐ Mr. Tamm, 4 ☐ etype, 5644  
☐ Mr. Sizoo, ☐ e Room, 4642  
☐ Mr. Nichols ☐ hanical, B-114  
☐ Mr. McGuire ☐ ply Room, B-118  
☐ Mr. Wick, 5 ☐ r Room, 5625  
☐ Mr. DeLoach ☐ is Lurz  
☐ Mr. Morgan, ☐ is McNally  
☐ Mr. Sizoo ☐ is Mathers  
☐ Mr. Jones, ☐ Mr. Winterrowd ☐ is Carter  
☐ Mr. Leonard ☐ Tele. Room ☐ is McFarland  
☐ Mr. Holloman ☐ is Cosart  
☐ Miss Gandy  
☐ Mr. Waikart  
☐ Mr. Eames,  
☐ Mr. Wherry, 5537

See Me

For your info Note & return  
RECORDED-66 For appropriate

Bill Hutchinson was pleased beyond

all words at the attached article by  
Art Kranish. It all started with a  
general conversation I had with Bill  
and Bill has had three commendations  
from the top level of the Hearst  
organization already today.

*It is better to hold one more  
than any other means  
now. H.*  
L. B. Nichols  
Room 5640, Ext. 691

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/20/84 BY 6029 PCL/MLT/m-z/va

57 DEC 9 1955



*Heck*  
*DeLoach*  
*Reagan*  
 Mr. Tolson \_\_\_\_\_  
 Mr. Boardman \_\_\_\_\_  
 Mr. Nichols \_\_\_\_\_  
 Mr. Belmont \_\_\_\_\_  
 Mr. Harbo \_\_\_\_\_  
 Mr. Mohr \_\_\_\_\_  
 Mr. Parsons \_\_\_\_\_  
 Mr. Rosen \_\_\_\_\_  
 Mr. Tamm \_\_\_\_\_  
 Mr. Sizoo \_\_\_\_\_  
 Mr. Winterrowd \_\_\_\_\_  
 Tele. Room \_\_\_\_\_  
 Mr. Holloman \_\_\_\_\_  
 Miss Gandy \_\_\_\_\_  
*File Mr. Rosen*

# Inside Story of How Plan Saboteur Was Caught

## EXCLUSIVE

By ARTHUR KRANISH

WASHINGTON, Nov. 17 (INS).—This is the story of how a "routine" air crash investigation grew into one of the greatest crime detection feats of modern times.

On Nov. 1, United Air Lines Flight 629 out of Denver crashed, killing all 44 aboard.

Two weeks later, John Gilbert Graham, 23, confessed to the most fantastic and horrifying crime in aviation history.

Young Graham shocked the nation with

his admission that he blew up the airliner to kill his mother, a passenger, for \$37,500 in insurance and a fourth of her \$150,000 estate.

The brutal crime was detected and solved by unprecedented cooperation between government and industry specialists, painstaking detail, and long, hard work by hundreds of persons.

The brief air crash report from Denver

Wash. Post and Times Herald \_\_\_\_\_  
 Wash. News \_\_\_\_\_  
 Wash. Star \_\_\_\_\_  
 N. Y. Herald Tribune \_\_\_\_\_  
 N. Y. Mirror \_\_\_\_\_  
 Daily Worker \_\_\_\_\_  
 The Worker \_\_\_\_\_  
 New Leader \_\_\_\_\_  
 New York Journal American \_\_\_\_\_  
 Date 11/17/55

*p. 1*

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/20/84 BY 60280 BUC/STP/MLM

automatically signalled the start of the investigation. There was no evidence of crime. Civil Aeronautics Board investigators, engineers and FBI agents, fingerprint and crime laboratory experts converged on the scene.

Douglas Aircraft ordered its top technical men to Denver from their plant at Santa Monica. Over 50 United Air Lines experts were rushed to the disaster scene.

Through the night the grim investigation went on. No one knew then where—in an area

of five miles long and two miles wide—the tell-tale clue of pilot error, equipment failure, or sabotage might be.

First, maps were obtained and the entire area was charted into a grid pattern. Security guards kept the curious away as the thousands of pieces of aircraft, freight and luggage debris were collected, marked for identification and located on the charts.

Gradually that night and the following day

*Continued on Page 12, Column 2.*

*Continued from First Page.*

a distinct and shocking pattern began to emerge. The

wreckage was scattered over an area shaped like a cigar, long and narrow and bulging at the sides.

But for some reason the nose section was relatively undamaged and, most important, the huge tail section was almost completely intact. This plus the scattering of the side sections demonstrated to trained eyes that an explosion almost certainly had occurred.

#### MOTIVE SOUGHT.

But suspicions are far from proof and while that study went forward other phases of the investigation were taking place. FBI fingerprint experts were helping to identify the dead and G-men across the country were quietly looking into the case.

Every detail of the lives of the 44 passengers and crew was being studied for a possible motive, revenge, murder or sabotage. Relatives, friends

and associates were being closely checked.

A similar FBI inquiry was being made into the background of the freight and baggage shipments aboard the DC-6B, to determine whether there was anything of a particularly explosive or inflammable nature known to have been shipped.

Meanwhile the technical investigation was gaining ground. The experts at Denver from Douglas, United Air Lines, the CAB and the FBI were working in four special operating groups.

Structural engineers pored over the fuselage. Power plant and propeller experts studied any possible failure in the engine, props, or fuel and heating lines.

A special group rounded up eyewitness descriptions of the blast. And a flight operations group went over the history of the flight from beginning to end.

Their efforts were supplemented by endless interviews along the flight route from New York, and by a thorough study of the history of that particular plane, as shown in airline records, at Oakland, Calif.

#### EVIDENCE PILES UP.

And in Denver the evidence was piling up. Most of it negative—no engine trouble, no propeller trouble, no structural failure, no pilot error.

But there was also evidence on the positive side: Shredded luggage, metal that bulged in revealing ways or was pierced by what seemed to be shrapnel. And a smell of burnt powder over vital pieces of debris.

By the truckload the remnants of the plane were carried back to a warehouse near the airport. There a full size model of the rear section of the plane

was set up, consisting of metal screening over a wooden frame.

Here the experts from Douglas who had built the plane took command, determining where each jagged piece of metal belonged. Some parts were matched by their torn edges, others by their markings. Blueprints of the plane and the Douglas parts catalog confirmed their judgment.

#### BLAST LOCATED.

Parts so mangled they couldn't be traced were rushed to FBI lab experts—and identified. Smudges and other marks on metal that might have been caused by fire, explosion or any of a thousand things were also rushed to the crime labs—and identified.

As the "mock-up" took shape a central fact stood out. The explosion took place in a lower section of the plane—in a cargo pit—located between the tail and the wing, beneath the floor of the planes' lounge.

And something else also became obvious. The force of the explosion was definitely forward—but it was almost equal in all directions. Parts of the fuselage on the right and left sides of the plane, above and below, were sheared, pulverized and shattered in almost the same way.

That—plus a tail section intact—answered the key question. The grim word sabotage was no longer a whisper. The investi-

gating groups confirmed that there was nothing in that part of the plane that could accidentally ignite, burn or explode with that kind of force in just that way.

Squads of G-men were already at work. For the most part they were hand-picked former World War II pilots, engineers and navigators who were familiar with aircraft and could "speak the language."

These men and others in more than a score of field offices made up a trained force of determined men. More than 200

special agents played some part in the investigation.

Their leads rapidly narrowed down. It was discovered that the explosion came from the cargo pit in which the luggage of passengers at Denver had been loaded.

And here special attention was focused on a calm young man who had put his mother on the plane at Denver and had purchased three \$12,500 insurance policies on her life.

From Denver, from across the nation, from the FBI's own files, the information flowed in. He was on probation for a forgery charge, he had been arrested for a liquor offense in Texas. He had worked for logging and construction firms and had handled explosives.

And more. There was a strange incident involving a car allegedly stalled on a railroad track. There was a mysterious attempt to blow up his mother's drive-in restaurant.

#### GILB ANSWERS FALTER.

John Gilbert Graham, 23, had been questioned before. Now he was questioned again. And this time discrepancies appeared.

He had told the FBI he had placed a gift to his mother in her suitcase just before the plane took off. She loved to work on a collection of seashells, he said. It was a seashell kit.

But special agents searched the Denver area. They couldn't find any such kits. They couldn't find anyone who had ever heard of such kits...

The discrepancies piled up... The glib explanations faltered... The confession began...

Monday morning, Nov. 14, the FBI announced it had found the man.

Mr. Tolson ✓  
 Mr. Boardman ✓  
 Mr. Nichols ✓  
 Mr. Belmont ✓  
 Mr. Harbo ✓  
 Mr. Mohr ✓  
 Mr. Parsons ✓  
 Mr. Rosen ✓  
 Mr. Tamm ✓  
 Mr. Sizoo ✓  
 Mr. Winterrowd ✓  
 Tele. Room ✓  
 Mr. Holloman ✓  
 Miss Gandy ✓

ALL INFORMATION CONTAINED  
 HEREIN IS UNCLASSIFIED  
 DATE 2/20/04 BY 60290ANC/BCE/mv/mta

Crualsob

(GRAHAM)

DENVER--JOHN GILBERT GRAHAM DENIED IN COUNTY JAIL LATE YESTERDAY THAT HE TIME-BOMBED A UNITED AIR LINES DC-6B AND HINTED THAT HIS MOTHER -- ONE OF THE 44 VICTIMS OF THE CRASH -- MIGHT HAVE SET OFF THE EXPLOSIVE HERSELF IN A SUICIDE.

IN A COPYRIGHTED STORY, AL NAKKULA, A ROCKY MOUNTAIN NEWS REPORTER, QUOTED THE 23-YEAR-OLD SUSPECT AS SAYING HE SIGNED A WRITTEN FBI CONFESSION BECAUSE "THEY TOLD ME THEY WERE GOING TO PUT MY WIFE IN JAIL AND I'D BETTER GET IT STRAIGHTENED OUT MYSELF."

GRAHAM SAID FBI AGENTS STARTED QUESTIONING HIM AT ABOUT NOON LAST SUNDAY AND "DIDN'T STOP UNTIL I SIGNED A CONFESSION ABOUT 4 A.M. THE NEXT MORNING."

WHEN ASKED IF HE PUT A "PRESENT OR A BUNDLE OF DYNAMITE" IN HIS MOTHER'S LUGGAGE, GRAHAM REPLIED.

"I DIDN'T PUT ANYTHING IN HER LUGGAGE. I ONLY BOUGHT SOME STRAPS TO PUT AROUND THE LUGGAGE. . . . THE HINGES ON THE SUITCASE WERE BREAKING. I DON'T WANT TO DISCUSS THE PRESENT."

THEN NAKKULA ASKED: "DID YOU HAVE A PREMONITION OF YOUR MOTHER'S DEATH BEFORE YOU HAD BEEN FORMALLY NOTIFIED OF IT?"

TO THIS QUESTION GRAHAM REPLIED: "I DIDN'T, SHE HAD. SHE CALLED EVERYBODY SHE COULD THINK OF BEFORE SHE LEFT."

GRAHAM, WHO MONDAY SIGNED A CONFESSION ADMITTING PLACING A HOME-MADE TIME BOMB IN A SUITCASE HIS MOTHER, MRS. DAISIE KING, WAS TAKING WITH HER ON A VISIT TO ASLASKA, ALSO TOLD NAKKULA HIS MOTHER MADE A NUMBER OF TELEPHONE CALLS A FEW DAYS BEFORE BOARDING THE ILL-FATED AIRLINER.

11/18--GE939A

RECORDED 13

EX-126

98-43025-

now the left wing consists  
 of the Press will stand howling.

51 NOV 28 1955

WASHINGTON CITY NEWS SERVICE

# FEDERAL BUREAU OF INVESTIGATION

Form No. 1

THIS CASE ORIGINATED AT **DENVER**

REPORT MADE AT <b>LOS ANGELES</b>	DATE WHEN MADE <b>11-18-55</b>	PERIOD FOR WHICH MADE <b>11/9-12, 14, 16/55</b>	REPORT MADE BY <div style="border: 1px solid black; height: 20px; width: 100%;"></div> b7C
TITLE <b>JOHN GILBERT GRAHAM Wa.; CRASH OF UNITED AIRLINES DC 6 FLIGHT 629, LONGMONT, COLORADO, 11-1-55</b>			CHARACTER OF CASE  <b>SABOTAGE</b>

**SYNOPSIS OF FACTS:**

[redacted] believed landing gear damage of two aircraft in October, 1955, might be related to instant crash but had no basis for this conjecture. United Airlines employees advise these incidents on October 12 and 14, 1955, caused by normal operation. [redacted]

[redacted] involved in similar offense at Los Angeles April 17, 1950. Disclaims knowledge of instant crash or discussing modus operandi with others. [redacted] made reservations through airport, Auburn, Maine, and did not accept first class United Airlines reservations because of cost. [redacted] made reservations for instant flight through Nelson Unlimited Travel Agency, Covina, California, but is not further identified. [redacted] not at Los Angeles.

- RUC -

**EXP. PROC**

**DETAILS:**

On November 9, 1955, [redacted] advised SA [redacted] that he has been employed as a radio and electric mechanic by the United Airlines at the Los Angeles Airport and in New York City

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DATE 2/23/04 BY 60320UC/ALF/hwt/m

AGENCY

REC. NO.

FILE NO.

DATE

TIME

INITIALS

SIGNATURE

REMARKS

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APPROVED AND FORWARDED: <div style="text-align: center;"></div>	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN THESE SPACES	
COPIES OF THIS REPORT 4 - Bureau (98-43035) 2 - Denver (98-331) 1 - Los Angeles (98-1794)		98-43035-1	<b>RECORDED 13</b> <b>EX-126</b>
		17 NOV 28 1955	

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LA 98-1794

since May 12, 1953. With reference to the crash of a United Airlines airplane at Longmont, Colorado, he stated that he made his original comments concerning this matter because of his feeling that the two incidents referred to by him might be related to the crash of a United Airlines plane near Medicine Bow Peak in October, 1955, and the instant crash. He stated, however, that on reconsideration, he felt that no ~~one~~ United Airlines employee could be involved in the crash at Longmont and the two incidents described by him, as the several aircraft involved would not be at any one airport on the same work shift, thereby no individual employee would be afforded the opportunity to either work on or tamper with the four aircraft. He stated he had no knowledge whatever of deliberate damage done to any aircraft owned or operated by United Airlines and his relating these two incidents was only conjecture on his part.

[redacted] said that a flight, possibly 638, which departed from Los Angeles on about October 12, 1955, en route to Chicago via Denver, when preparing to land at Chicago, failed to get a green light when the landing gear was lowered. The pilot saw a cable hanging from the starboard nacelle. The plane then called the tower and mechanics on the ground looked at the gear. The gear held and the plane made a safe landing.

The other flight which [redacted] referred to was possibly Flight 611, which arrived in Los Angeles sometime after October 10, 1955. The right landing gear of this aircraft was badly damaged; however, the plane made a normal landing. b7C

[redacted] described this damage as a broken uplatch and damaged linkage on the door of the starboard wheel. He said the belief at the airport was that the latch had been damaged by a rock during takeoff. This aircraft had touched at Denver prior to its arrival in Los Angeles.

This matter was discussed with [redacted] of United Airlines, Los Angeles, and through him employees having knowledge of the servicing of aircraft for United Airlines were located. b7C

[redacted] United Airlines, Los Angeles, advised SA [redacted] on November 10, 1955, that Flight 638 departed from Los Angeles on October 12, 1955, at 0100 en route to Chicago via Las Vegas, Denver and Omaha. b7C



LA 98-1794

This plane was in normal condition upon its departure from Los Angeles. [redacted] said that he telephonically was in communication with [redacted] United Airlines, Chicago, following the first inquiry made in this matter. [redacted] advised [redacted] that as Flight 638 arrived over Chicago, a warning light indicated to the pilot that the landing gear was not locked down. The pilot communicated with the ground and after inspection by mechanics while the plane was flying low over the field, it was routed from Midway to O'Hare Field, Chicago, where the plane landed without incident. b7C

Inspection following the landing of the aircraft found a bracket holding a spring cable assembly in the nose wheel was broken. [redacted] indicated that this bracket, upon breaking, damaged a retracting strut and the hydraulic line. The hydraulic system had lost fluid and a cable was hanging out of the aircraft. b7C

[redacted] United Airlines, Los Angeles, advised SA [redacted] on November 11, 1955, in connection with Flight 638, that there was nothing unusual in this bracket breaking. He stated that the company has one or two a year break in flight. He said the breakage releases pressure on the cable and that the hydraulic line was probably broken by the assembly which caused the loss of fluid and also resulted in the cable hanging from the wheel. b7C

With reference to Flight 611, [redacted] explained that the uplatch is a mechanical latch which holds the landing gear up after it has been relieved of hydraulic pressure. If the latch fails to catch or is released in flight, some damage is done to the aircraft by the wheel dropping a short distance before it is caught by safety devices. [redacted] said that he could not state the nature of the damage to the latch, but knows that if there was anything unusual in it, it would have been brought to his attention in compliance with their rules. b7C

[redacted] produced records relating to this aircraft, which reflected that the pilot noted in the log that the "right main wheel falls out when gear handle is in neutral". He said that all parts, in accordance with United Airlines rules, were sent to the San Francisco maintenance base of United Airlines where they are examined as a routine matter. [redacted] further b7C



LA 98-1794

pointed out in connection with this uplatch that it is made to break when hydraulic pressure is applied if it fails to operate in the normal manner, so that the landing gear can be let down.

[redacted] United Airlines, Los Angeles, advised SA [redacted] that he was in charge of the crew which repaired the uplatch on Flight 611. He said the uplatch was broken but that the break did not indicate any suspicious circumstances. He said that when this latch breaks, the gear drops on the door rods and, in this case, broke one of the rods. He has no views on how the latch was broken. He also pointed out that the shear bolt retaining the latch to the aircraft was broken. This bolt is purposely made to shear in the event the latch does not release. b7C

[redacted] and [redacted] felt that there was nothing unusual in the damage to Flight 611 or nothing which could not be attributed to normal operating hazards. As for Flight 638, these men had no information other than that received by them from [redacted] of Chicago. b7C

SA [redacted] examined the records of the Los Angeles Police Department concerning JOHN HENRY GRANT, Los Angeles Police Department Number 148571, Federal Bureau of Investigation Number 429734A on November 11, 1955. b7C

These records reflect that GRANT was arrested April 17, 1950, on suspicion of 217 PC (Attempted Murder). He was released on April 24, 1950 and rearrested on April 25, 1950 for attempted murder in six counts and for one count of violation of Section 12354, Health and Safety Code. He was held on fifty thousand dollars bail. The last count was dismissed August 2, 1950 and on July 28, 1951, GRANT was sentenced to a term of 0 to 20 years on each of six counts of attempted murder to run concurrently. He was released on parole from San Quentin Penitentiary on January 28, 1955. He registered with the Los Angeles Police Department on February 10, 1955, as a convicted person. At this time he gave his address as 2220 Thorley Place, Palos Verdes Estates, California, where he is residing with his parents, [redacted]

The Los Angeles Police Department files reflected that GRANT was arrested for making an incendiary bomb which he attempted to place on a United Airlines aircraft departing from

LA 98-1794

Los Angeles to San Diego, after he had placed his wife and two children on the airplane. His purpose in doing so was to dispose of his wife and children and collect insurance on them. The bomb or device consisted of an innertube filled with gasoline, a carton of book matches arranged so as to be ignited by a piece of high resistance wire attached to batteries and a clockwork timing device. The incendiary bomb exploded as it was placed on the airplane, when the porter dropped the suitcase in which it was contained.

b7C At 11:00 p.m. on November 11, 1955, SA [redacted] and SA [redacted] interviewed Mr. and Mrs. DAVID GRANT, who advised that their son has been residing with them at their home, 2220 Thorley Place, since his discharge from the institution at San Quentin. She said that her son had been continuously there since that time and, during the period in question, was employed by the Compton Friction Materials Company, Compton, California. [redacted] advised that her husband was a retired [redacted] and that they had moved to California from Illinois since his retirement.

At 1:30 a.m., November 12, 1955, GRANT arrived home. GRANT was interviewed along the lines that he might have discussed his crime at San Quentin or that some person may have evinced unusual interest in the modus operandi used by him, thereafter using the same or a similar technique in instant matter. GRANT advised that he had not been popular in San Quentin due to the nature of his crime and for the further reason that he was in charge of the hobby shop outside of the cell block proper. He said he ate his meals and was quartered with the lifers and, therefore, had little contact with the average prisoner at the institution. He could recall no one, in or outside of San Quentin, who had shown an unusual interest in his crime. He further indicated that he had considerable remorse concerning his crime and avoided bringing up his offense or his conviction. GRANT advised that during the pertinent period to the investigation, he was employed by the Compton Friction Materials Company, 129 East Spruce Street, Compton, California, and that he had resided with his parents and had been at their home each night during the time.

b7C It will be noted that GRANT is on parole, the terms of which prohibit him from leaving Los Angeles County. [redacted] indicated that GRANT is staying close to home for this additional reason.

LA 98-1794

GRANT added, during the interview, that he had been expecting a call from the Federal Bureau of Investigation as to instant matter as his crime closely paralleled the suspected reason for the instant crash. He claimed to have no knowledge whatever concerning it and reiterated that he had been at work during the pertinent dates and had not left Los Angeles since his return from the penitentiary.

A copy of the Los Angeles Police Department Laboratory's report relating to the incendiary bomb prepared by GRANT was obtained from the Los Angeles Police Department and was forwarded to the Denver Office for possible use in this matter.

[redacted]  
[redacted] was interviewed by SA [redacted]  
and SA [redacted] on November 12, 1955.

b7C

She advised her husband purchased for her on October 21, 1955, a round trip air tourist ticket via Transworld Airlines and Northeast Airlines, from Los Angeles to Lewiston, Maine. After her arrival at Lewiston and following the funeral of her father, she called the airport at Auburn, Maine, from Lewiston, on October 27, 1955, and inquired concerning reservations indicating that she had a return ticket from Transworld Airlines. The airport confirmed a Flight leaving at 8:08 a.m., November 1, 1955, from Lewiston. On October 31, 1955, she personally contacted the Neal Ticket Office at Lewiston, Maine, to verify her reservation and was told that they had no reservation for her. At this time, she was advised that the only available space was first class at an additional cost of sixty dollars. She said she was in no hurry and would wait until tourist accommodations were available. she claims that at no time was the United Airlines mentioned or considered by her as a means of transportation.

At 6:30 a.m. on November 1, 1955, she was contacted by [redacted] and was instructed to be at the airport at 8:00 a.m. on that date for a tourist flight. Due to storm conditions, the passengers were driven to Portland, Maine from Lewiston where they departed at 9:55 a.m. for New York City. [redacted] stated she departed from New York City at 11:35 a.m. via Transworld Airlines as scheduled. This flight touched at Detroit and Chicago before arriving at the Los Angeles International Airport.

b7C

[redacted] stated she is [redacted] years of age and had worked at the Continental Mills, Lewiston, Maine, since she was [redacted] of age, in the spinning department. She, together with her husband, and a teenage daughter, arrived at

b7C

LA 98-1794

Glendale, California from Lewiston last July. She said she had been employed at Thomas Associates, Glendale, as an aircraft assembler and, for a period of one month at the Gladding McBean Company, Los Angeles, as a china sorter until she made the above-mentioned trip to Maine. She is now a housewife. [redacted] was employed for ten years at the Continental Mills as a textile machine worker. She said he left Lewiston due to adverse labor conditions and obtained employment at Lockheed Aircraft Company, Burbank, California, through a friend at Glendale. He is a bench machinist and jig builder at Lockheed. b7C

The records of United Airlines, Los Angeles, as checked by SA [redacted] reflected that a reservation was made for a [redacted] whose address was given as the telephone number of the World Travel Bureau, Santa Ana, California, with an additional telephone number ED 2-2036 as that of the agency making the reservation. Information concerning the World Travel Bureau was transmitted to the San Diego Office on November 12, 1955. b7C

It was ascertained that the telephone number Edgewood 2-2036 was that of the Nelson Unlimited Travel Agency, Covina, California.

SA [redacted] advised that [redacted] this agency at 206 East Rowland in Covina. [redacted] advised that his records reflected that [redacted] made a reservation on American Airlines Flight Number 2 on October 25, 1955, from Los Angeles to New York. On November 1, 1955, she had a reservation on Flight Number 629, United Airlines, leaving New York at noon and arriving in Denver at 6:00 p.m. The Denver to Los Angeles portion of the return ticket was left open. b7C

[redacted] stated he recalled the reservation was made with [redacted] the Spadra Travel Agency at Fullerton, California. [redacted] said that shortly after he sent the ticket to [redacted] he received a telephone call from the World Travel Service who observed that they objected to his selling tickets in their territory. [redacted] felt that [redacted] must have taken the ticket to [redacted] at the World Travel Service for some changes. [redacted] said that his part of the transaction was handled by telephone and mail and he has never seen [redacted] and has no information concerning her. b7C

LA 98-1794

[redacted] telephonically contacted [redacted] in Fullerton who advised that his wife handled the deal with [redacted] and he had no further information concerning her.

b7C

[redacted] United Airlines.  
Los Angeles advised SA [redacted] on November 12, 1955,  
that [redacted] United Airlines' [redacted] was not in  
Los Angeles and knew of no plans of [redacted] coming to Los Angeles.

- RUC -



LA 98-1794

REFERENCES

Bureau tel to Los Angeles and Denver dated 11-9-55.  
Denver Air Tel to all offices dated 11-10-55.  
Los Angeles Teletype to Bureau and Denver dated 11-10-55.  
Los Angeles Teletype to Bureau and Denver dated 11-12-55.  
Denver Teletype to Bureau and Los Angeles dated 11-11-55.  
Boston Teletype to Denver and Los Angeles dated 11-12-55.  
Los Angeles teletype to Denver and Boston dated 11-12-55.  
Los Angeles letter to Denver dated November 12, 1955.  
San Diego Teletype to Los Angeles dated 11-12-55.  
New York Teletype to Los Angeles, Detroit and  
Springfield dated 11-12-55.  
New York Teletype to San Francisco, Denver and Los  
Angeles dated 11-12-55.  
San Francisco Teletype to Denver, Bureau, Los Angeles  
and New York dated 11-12-55.  
Denver Teletype to all offices dated 11-14-55.

ADMINISTRATIVE PAGE

# FEDERAL BUREAU OF INVESTIGATION

Form No. 1  
THIS CASE ORIGINATED AT **DENVER**

REPORT MADE AT <b>LOS ANGELES</b>	DATE WHEN MADE <b>11-18-55</b>	PERIOD FOR WHICH MADE <b>11/9-12, 14, 16/55</b>	REPORT MADE BY <div style="border: 1px solid black; height: 20px; width: 100%;"></div> <span style="float: right;">b7C</span>
TITLE <b>JOHN GILBERT GRAHAM Wa.; CRASH OF UNITED AIRLINES DC 6 FLIGHT 629, LONGMONT, COLORADO, 11-1-55</b>			CHARACTER OF CASE  <b>SABOTAGE</b>

**SYNOPSIS OF FACTS:**

Los Angeles, California, believed landing gear damage of two aircraft in October, 1955, might be related to instant crash but had no basis for this conjecture. United Airlines employees advise these incidents on October 12 and 14, 1955, caused by normal operation. JOHN HENRY GRANT, Palos Verdes Estates, California, involved in similar offense at Los Angeles April 17, 1950. Disclaims knowledge of instant crash or discussing same with others.  made reservations through airport, Auburn, Maine, and did not accept first class United Airlines reservations because of cost.  made reservations for instant flight through Nelson Unlimited Travel Agency, Covina, California, but is not further identified.  not at Los Angeles.

- RUC ~~ADMINISTRATIVE ACTION REQUIRED~~  
~~FILED IN UNCLASSIFIED~~  
*2/23/04 BY 60280 AUB/BAW/ML*

**DETAILS:**

On November 9, 1955,  advised SA  that he has been employed as a radio and electric mechanic by the United Airlines at the Los Angeles Airport and in New York City

APPROVED AND FORWARDED:	SPECIAL AGENT IN CHARGE	DO NOT WRITE IN THESE SPACES	
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2 - Denver (98-331)			
1 - Los Angeles (98-1794)			



Office

GOVERNMENT

TO :

DIRECTOR, FBI

DATE: 11/21/55

FROM :

SAC, NEW YORK (98-2784)

SUBJECT:

CRUALSAB

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 2/23/04 BY 60390 m.c. 164/Tm/ltk

Reference is made to the report of SA [redacted]  
[redacted] dated November 21, 1955, titled as above.

b7C

All flight and maintenance personnel associated with Flight 629, UAL, November 1, 1955, were interviewed with the exception of the two stewardesses who were unavailable for interview as of November 14, 1955. These were [redacted]

[redacted] who resides at [redacted] and who has been employed as a [redacted] with UAL since July 23, 1954, and [redacted] who resides at [redacted] and who commenced employment with UAL as a [redacted] on July 13, 1955.

b7C

For the information of the Bureau, the United Air Lines officials were most cooperative in connection with instant investigation. [redacted] Station Ground Service, United Air Lines, La Guardia Airport, and [redacted] in Charge of United Airlines, La Guardia Airport, made available office space and telephones in UAL hanger where the interviews were conducted. They also arranged to have all personnel associated with Flight 629 of November 1, 1955, who were working, made available for interview during the working hours and also sent telegrams to all personell who were on days off to be available on November 12, 1955, at the United Air Lines hanger, La Guardia Airport. This resulted in a great saving of agent personnel and agent time in conducting these interviews.

b7C

[redacted] in Charge of Flight Personnel, was also cooperative in arranging for the interview of [redacted] and [redacted] at United Air Lines hanger.

b7C

[redacted] and [redacted] were also cooperative in making available heads of the various departments of United Air Lines at La Guardia Airport which was extremely helpful in determining the operational procedure of the airline from which logical leads could be developed in connection with this investigation.

b7C

RM

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2- Denver (RM) 18

2 NOV 23 1955

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EX-126

134  
34  
7-DEC

SAC, New York (98-2784)

December 1, 1955

RECORDED

13 Director, FBI (98-43035)

CRUALSAB

AIRLINE TRIP INSURANCE

Reference is made to your memorandum dated 11-21-55 suggesting that the Bureau might desire to consider contacting insurance companies relative to some method of having an available list of all teletrip insurance which had been issued for passengers on a plane which had been involved in a crash.

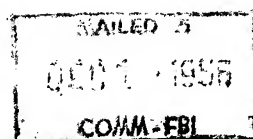
The Bureau appreciates your suggestion in this matter and it would, of course, facilitate investigation in some cases if such a list were readily available rather than being subject to a 3 or 4 day delay while the insurance policies are en route from the airport to the home offices of the insurance companies. It is noted, however, that the Bureau has been called upon to conduct very few investigations of this type and for this reason it is not believed necessary at this time to impose what would amount to an additional bookkeeping burden on the insurance companies or the airports involved to set up the necessary procedure to furnish the Bureau immediate insurance information in the event of a crash.

As you may have observed in the press the whole matter of prevention and detection of the type of crash which occurred at Longmont, Colorado, on 11-1-55, is under study by the Bureau and the Civil Aeronautics Administration. Final recommendations will be made by the Civil Aeronautics Administration and it is known that the matter of insurance is one of the items being considered.

PRB:111  
(4)

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DATE 2/23/00 BY 60290 mclaco/bk/ltm

Tolson \_\_\_\_\_  
Boardman \_\_\_\_\_  
Nichols \_\_\_\_\_  
Belmont \_\_\_\_\_  
Harbo \_\_\_\_\_  
Mohr \_\_\_\_\_  
Parsons \_\_\_\_\_  
Rosen \_\_\_\_\_  
Tamm \_\_\_\_\_  
 Sizoo \_\_\_\_\_  
Winterrowd \_\_\_\_\_  
Tele. Room \_\_\_\_\_  
Holloman \_\_\_\_\_  
Gandy \_\_\_\_\_



## Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI  
 FROM : *DAK*  
 SUBJECT: SAC, NEW YORK (98-2784)  
 CRUALSAB  
 AIRLINE TRIP INSURANCE

DATE: 11/21/55

ALL INFORMATION CONTAINED  
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 DATE 8/17/87 BY 5758

During investigation of instant case, [redacted] of the Associated Aviation Underwriters, 90 John Street, was interviewed. He furnished considerable information concerning the so-called trip insurance and indicated that he personally on behalf of the airline carriers in the late 1930's started this type of insurance. He stated that in the late 1930's, the airlines suffered a series of fatal crashes which was putting into their revenue and was on the brink of putting them out of business. He stated that he arranged on a ~~subsidized~~ basis from the airlines to write a flight passenger insurance policy with a premium rate comparable to that being charged by the railroads.

b7C

He related that when they first started, the maximum policy was \$5,000 and as their business grew and competition entered the field, the maximum insurance was raised from time to time until the maximum now stands at \$62,500. He related that the insurance at first was sold "over the counter" by the airlines personnel. However, they eventually introduced the so-called trip insurance machines which are used almost exclusively in all airports where airline tickets are sold. He stated, however, that at some airports they still sell "over the counter" insurance even though trip insurance machines are available.

Of interest to possible future investigations in this regard, [redacted] stated that they had determined from their records that a great number of passengers who buy this trip insurance keep the original policy on their person instead of mailing it to their beneficiary, lawyer, or other relatives. He stated that they felt that sometimes in fatal

b7C

RM

1- Denver

TGS:jmg

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EX-110-PROC.

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Letter to Director

NY 98-2784

accidents where there is considerable fire and damage that certain beneficiaries have no idea that they have an insurance policy due them.

In order to give the greatest amount of protection to the persons purchasing insurance, a policy has been formulated by his company whereby in the event of a fatal crash, all policies that could conceivably be written for this particular flight are checked and in the event no claim is made, the beneficiaries are notified. This results, therefore, in the insurance company having a readily available list of all passengers buying insurance as well as the beneficiaries, the amount and time and date of the policy.

Of additional interest in future investigations,  pointed out that immediately upon receiving information of a fatal crash, all of the airports concerned with the ill fated flight, immediately close up teletrip insurance machines temporarily and extract all duplicate policies. These together with the "over the counter" policies are immediately forwarded to the respective home offices of the insurance companies concerned. It would appear, therefore that in a great number of instances these duplicate policies would not be available for scrutiny for a period of several days after the crash of an airliner.

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It is believed that the Bureau may desire to consider, probably with the assistance of the insurance companies, some method of having an available list of all teletrip insurance issued on a flight that crashed. It is conceivable that in the event of a crash, the airports involved can keep some sort of a journal or other log and note therein at least the name of the passenger, beneficiary, time, date and amount of insurance on the date of the crash.

This information is being made available to the Bureau for its consideration in connection with further investigations concerning sabotage or possible sabotage to commercial aircraft.